

OAKLAND TRIBUNE

Magazine Section Sunday, March 16, 1919

The Farmerette Has One to Tame

Why Pretty, Educated
and Energetic American Girls
Will Remain
Faithful to
Farm Work
Even if
the War Is Over.

By Helen Hoffman

It may have been supposed that the farmerette idea represented a patriotic spirit—perhaps a sort of fad—and that, although the girl farmer was known to have made good, she would not last after the war furore had ended.

But the farmerette has come to stay. She will be found on the job this spring, and the summer will know her as a real factor in American life.

Last year 15,000 girls of the Women's Land Army of America acted as paid "farm hands" to fruit growers and farmers in twenty-one states in the Union. By this help they saved what might otherwise have meant ruin to acres and acres of farm produce.

This year, to meet the proposed greatly increased food production for the world demand, the Land Army, it is predicted, will be more than doubled in numbers.

In fact, owing to the willingness and the efficiency shown by the girl farmer, experts predict that this year, with her help, will record the greatest achievement in farm production the country has ever known.

To meet this gigantic proposal to feed starving Europe, one of the officers of the Land Army, speaking of this year's crying need for more helpers, pointed out that the Food Administration has pledged 22,000,000 tons of food to Europe this year. "This," he said, "is almost

double the amount of last year, and if America is to keep her pledge, an increase in the labor supply will be imperative."

In calling for a reserve army of workers, officers of the Land Army make it clear that the farmerettes will not supersede men, particularly returned soldiers, who desire such work, but so far, they say, there has been noticeable an inclination on the part of many returned soldiers for other kinds of work, as this seasonal work done by the girls does not appeal as strongly to them as work of a more permanent character.

Referring to this question of farm employment, Dr. George W. Kirchwey, director of the Federal Employment Bureau for New York State, said: "Judging by all sources of information, there will be such a great demand for farm help this summer that it will be necessary to employ both men and women in big numbers to cultivate and harvest the big crops we propose to raise."

War has occasioned many new and strange changes in civilian life, but perhaps the most remarkable of these is exemplified in the new "back to the farm movement" by the Women's Land Army.

Last summer more than 1200 girls were employed in New York state, and more than 900 in New Jersey. There was a great army of volunteers in Massachusetts, in Ohio, Virginia, Washington, Vermont, Connecticut, Rhode Island, Michigan, Mississippi, Missouri, New Hampshire, New Mexico and elsewhere this new labor army in overalls performed splendid service. About 60 per cent. were college women, 25 per cent. professional women, 11 per cent. trade workers and 3 per cent. non-wage earners.

Recently the Women's Land Army was taken over by the Federal Department of Labor. Mrs. William H. Hubert has been appointed national director. It is making vast preparations and there can be no doubt that the national need and the eager willingness of the young womanhood of America will unite to make the year 1919 a banner year on the farms.

American Girl Farmers Have Learned How to Handle All Sorts of Farm Implements.



On an Up-to-Date Farm.

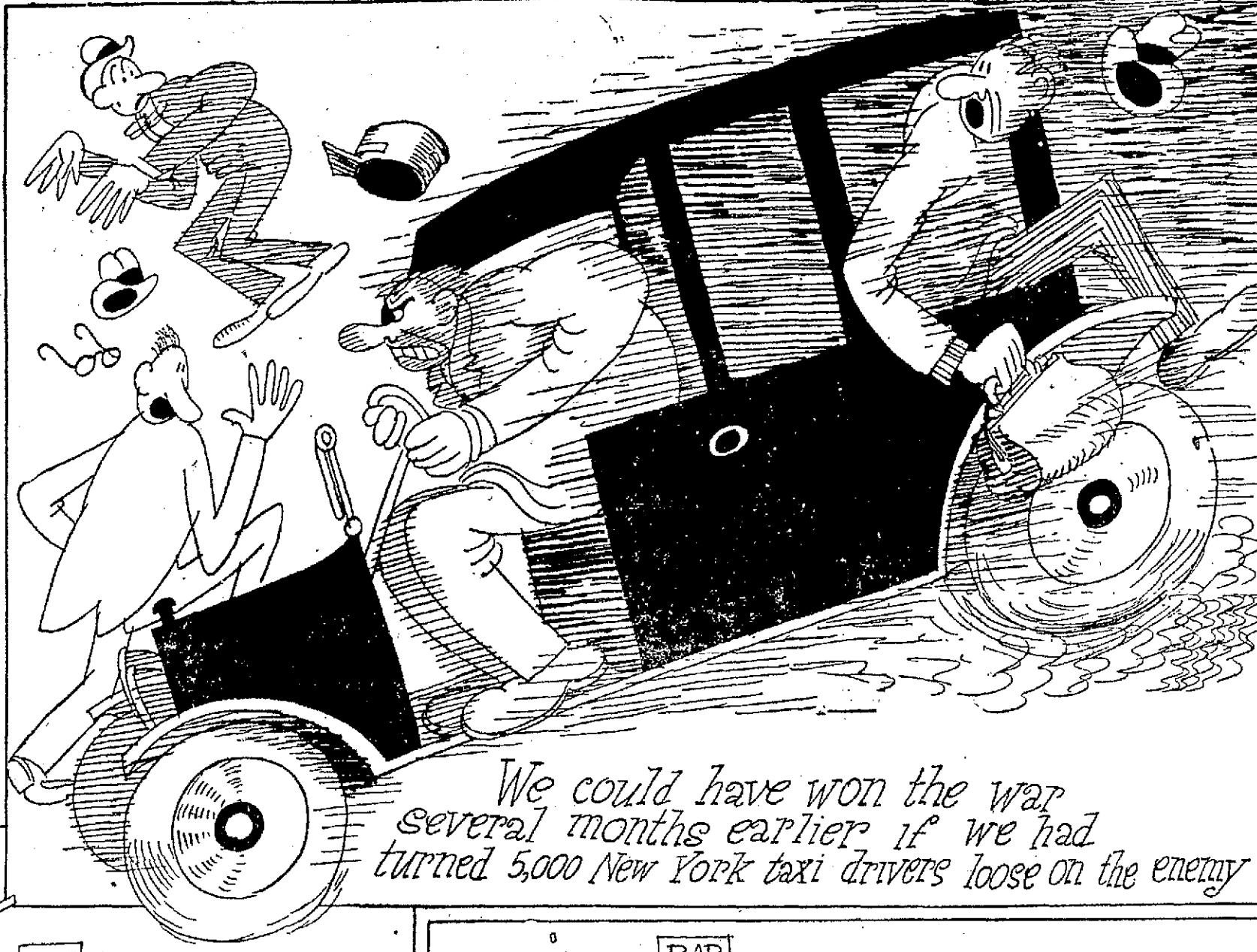


The Rest Hour in a Busy Day on a Modern Farm.

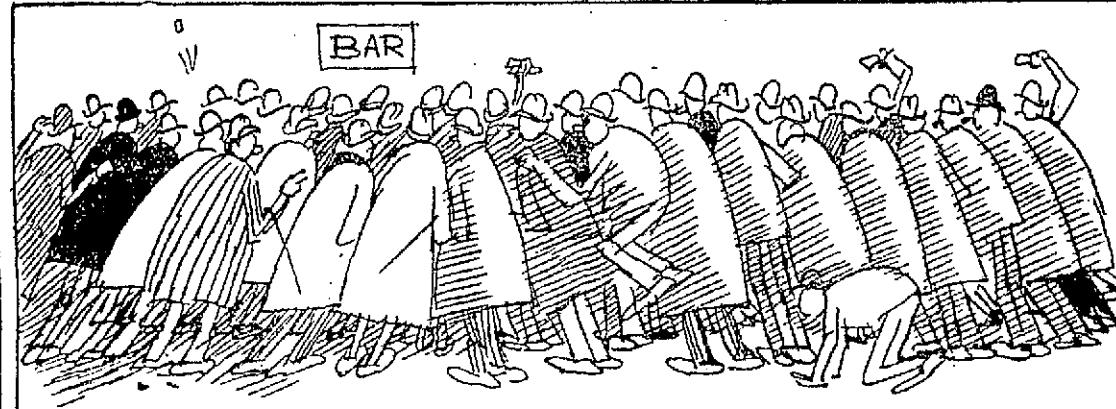
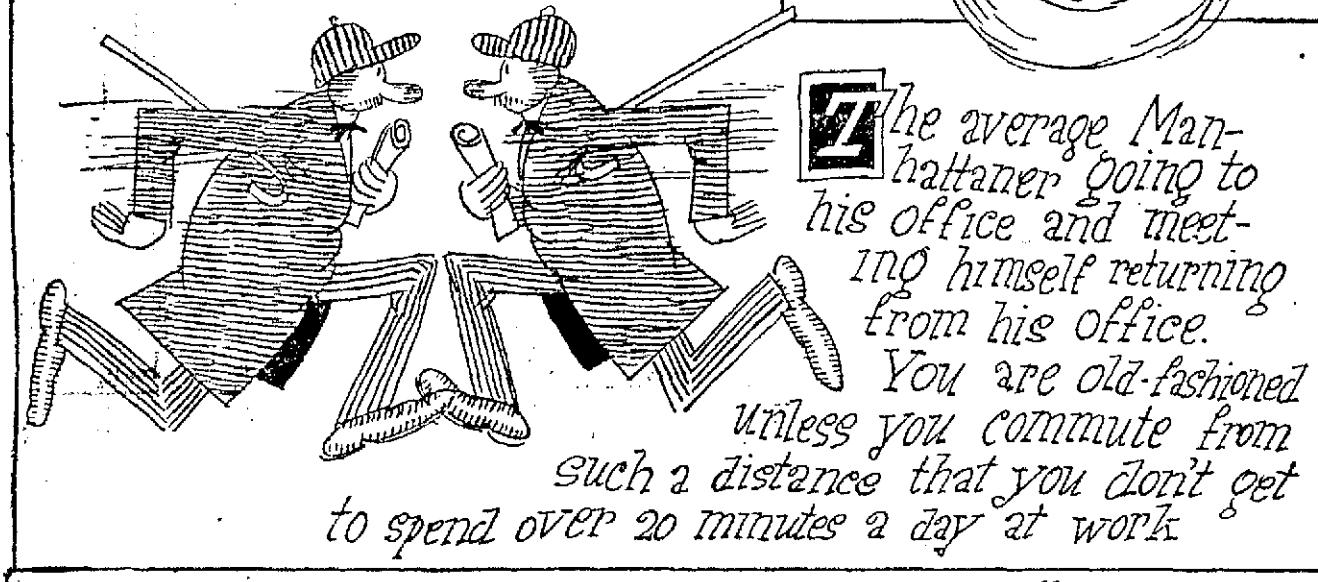
There Are More Ways Than One To Get Lodging In New York



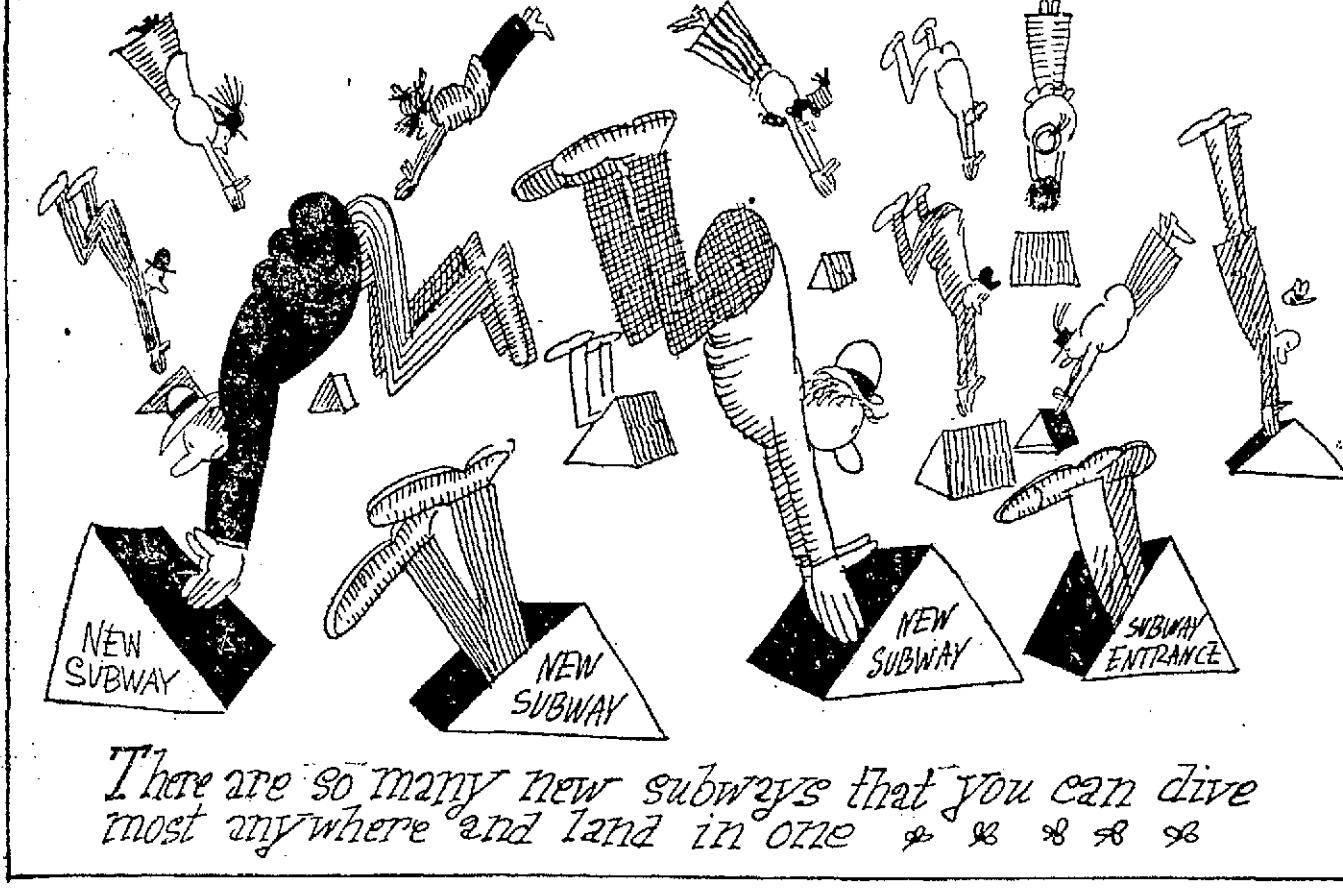
About the only way to get a room in a New York hotel



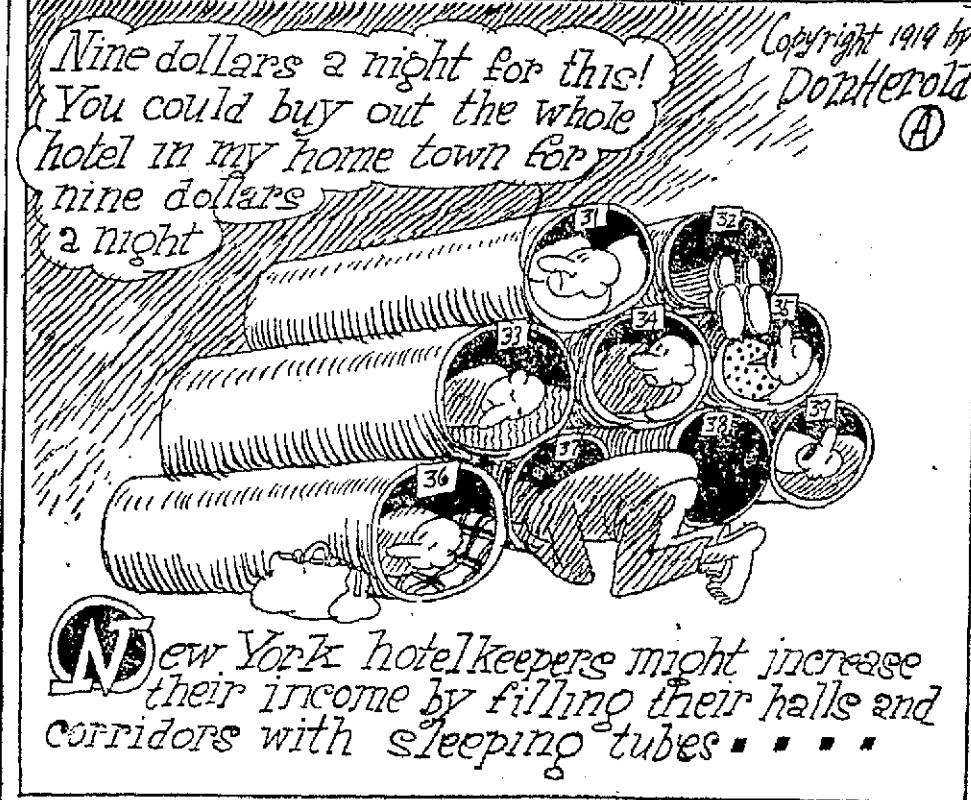
We could have won the war several months earlier if we had turned 5,000 New York taxi drivers loose on the enemy



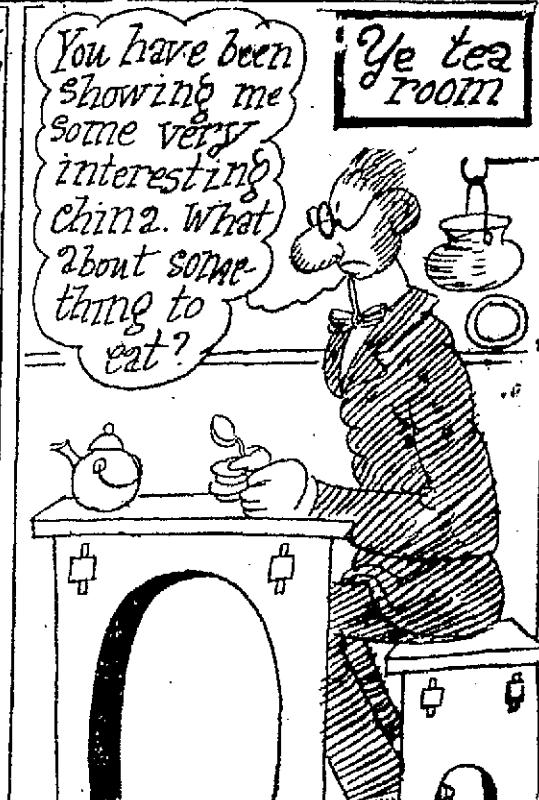
The Great Spring Drive is now on



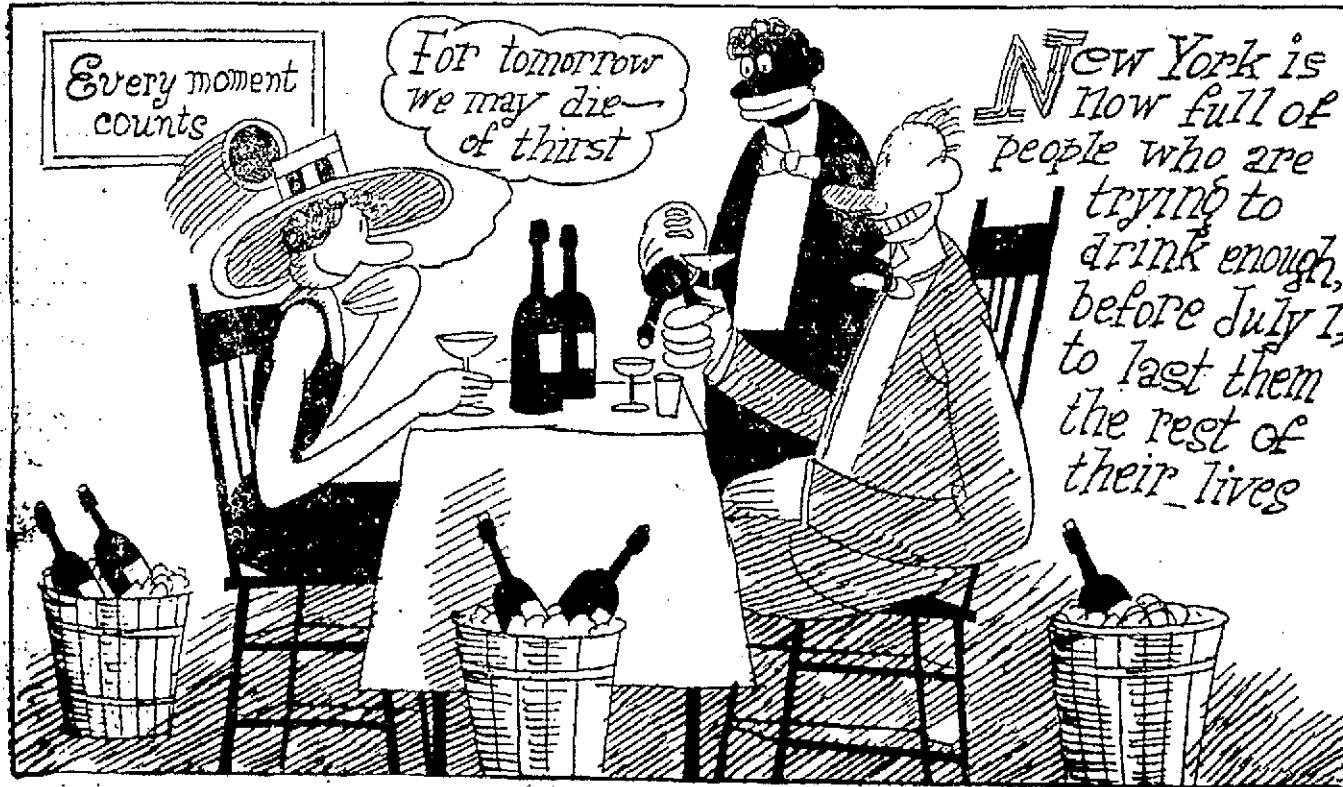
There are so many new subways that you can dive most anywhere and land in one



Nine dollars a night for this! You could buy out the whole hotel in my home town for nine dollars a night



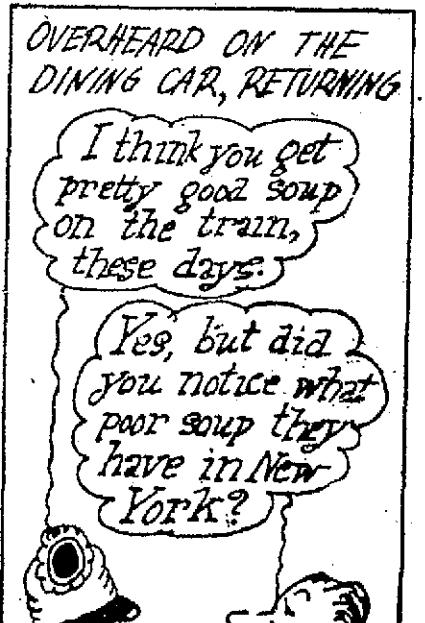
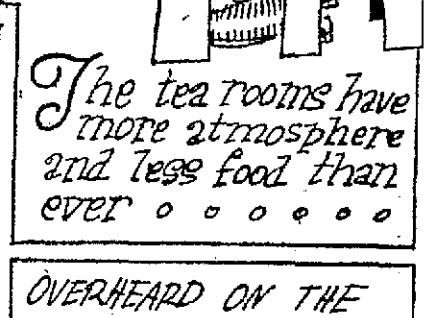
Ye tea room



New York is now full of people who are trying to drink enough before July 1, to last them the rest of their lives



Two New Yorkers choking each other to death to decide position in line at theater box office. New Yorkers take one thing seriously - their amusements



OVERHEARD ON THE DINING CAR, RETURNING

I think you get pretty good soup on the train, these days

Yes, but did you notice what poor soup they have in New York?

Winiifred Black FOLKS AND about THINGS.

The Little Boy ran into the house with a warm little fistful of discouraged looking dandlings.

"Here's a beautiful bouquet for you, Mama!" said the Little Boy. "And, Mama, I want to ask you something."

"Well," said the Little Boy's mother, pinching her right hand with her left very hard to keep from rumpling the Little Boy's hair back out of his eyes in the way he hates. "Well, what is the secret question?"

The Little Boy leaned so close to his mother that she could feel a kind of soft warmth in the air. "Mama," said the Little Boy, speaking very softly, "Mama, is it tomorrow yet?"

"No—I mean yes, Little Boy," said the mother, hesitating an instant and then answering quite decidedly. "Yes, Little Boy, it is tomorrow—right now."

"Oh!" cried the Little Boy, beginning to dance like some kind of a strange, merry Little Toy wound up, "oh, then we can go into the real country and pick real flowers with smelling to them, and watch the real grass grow—and—"

"Yes, indeed," said the Little Boy's mother, "we can do all these things, and we will, too."

She took the Little Boy and the Little Boy's sister and put on their rough, heavy shoes and their good, dark coats, and she tied up a box of sandwiches and some cookies with raisins in them, and away they all went to the real country to see the real flowers with real smelling to them, and to watch the real grass grow, and to hear the real birds up in the trees telling each other the real news about yesterday and today, and tomorrow, and all the time there ever is or ever will be.

"WHERE I AM IS SPRING."

It was cool in the shade and warm in the sunshine, and it was thirsty work walking, and there was a real well by the real roadside, and a real woman at the door of a real farmhouse gave them a real drink and took them out to the barnyard and let them see a real calf before it had begun to worry about being a cow and acting respectable.

And the Little Boy stood on a high stone and watched the little yellow chickens and patted them because they were in today yet, when he was in the shadow of the farmhouse. And he named them one by one, and most of them wouldn't wait to be named, but ran away, peeping louder than ever.

"Poor things!" sighed the Little Boy. "Poor little things! Now they'll never know what to say when they want to call each other and find out if it's tomorrow yet."

Over in the broad field the meadow lark whistled like a merry-hearted little boy calling to his beloved vagabond, the dog, who follows him by day and by night for step for step and breath for breath.

"Follow me," whistled the lark high and clear. "Follow me, for where I am is spring."

The Little Boy ran and shouted and whirled round and round with pure delight. And the sister, who ought to be little and isn't little at all, any more, jumped over fences and hung from low limbs of accommodating trees, and broke supple whips of willow, and was a fairy princess riding a milk-white steed, and then she was a circus rider in gorgeous silken coats, and then she was a great Queen and held her nose high in the air, and then she was a runaway cold and whirled and kicked up her heels and no one said, "Oh, oh, Little Girl, your knees are showing, every minute."

And when the sun began to sink the Little Boy crept close to his mother on one side, and the sister who ought to be little, crept close to her mother on the other side, and they all sat down on a fallen log and watched the glory of the western skies. And they spoke no more, neither laughed nor sang, and when it was time to go the Little Boy leaned close to his master again and whispered:

"Mother, I'm glad this was tomorrow, aren't you?"

"Yes," said the Little Boy's mother—and she was very glad it was tomorrow right then and there. Tomorrow, the glorious tomorrow, the hopeful tomorrow of joy and kindness, and of light-hearted and simple love of living and all that living means.

"I might have said that it was 'today,'" said the Little Boy's mother, as the thin winkle homeward in the soft spring twilight. "I might have said to the Little Boy, 'Tomorrow hasn't come yet, my son; and it would have been true, too—if I had said so. I'm glad I didn't—aren't you, Little Girl?'"

"STAR LIGHT, STAR BRIGHT."

And the sister, who ought to be little, smiled the strange, mysterious smile she has when she looks as if she heard sweet music and could not tell where it came from, or exactly what it meant, but only that it was sweet and soothing, and as yet—far away.

"Yes," she said, "Mother, I am very glad," so all the three were very glad together.

And in the evening, when the stars were out and the new moon looked down from the edge of a feathery cloud, the Little Boy's mother sat and looked at the moon and at the stars and at the floating clouds and wished and wished—after the fashion she had followed when she was little and had trouble waiting for tomorrows, and some days that never came.

"Star light, star bright," said the Little Boy's mother, "first star I've seen tonight; wish I may, wish I might, have the wish I wish tonight," and she raised her two forefingers in a sort of invocation that goes with the old rhyme to make it mean anything.

"Wish I may, wish I might"—and what do you think she wished when the light of the stars and the young moon of April?

"I wish," she said, softly, "that all the tomorrows of delight and hope and joy may turn into todays for the whole race of us, just as this today turned into glorious tomorrow for the happy three of us."

Just Hats

By Vyvyan



The narrow brim leaves the bottom of the crown on the right side of this hat, and rises up about an inch and a half. The sash around the hat has beaded fringe.

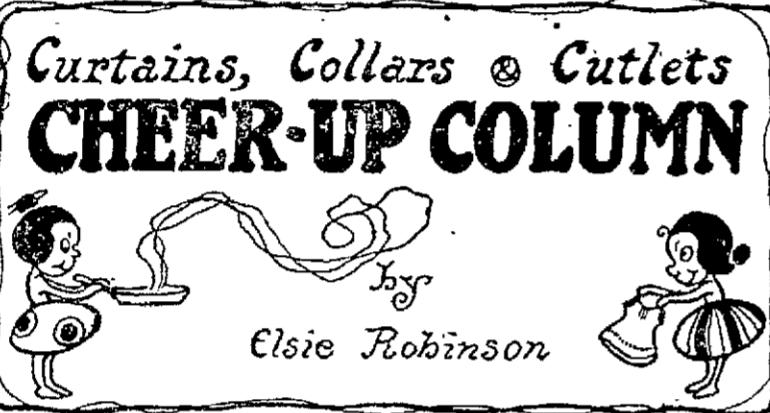
THE TRIUMPH OF SPRING - Juanita Hamel



In ancient days when a conqueror entered a city that had fallen to his sword, he rode in a chariot behind which walked his captives—in chains they graced his TRIUMPH. Gone is the age-old custom and yet in fanciful reality it still remains. For "when a young man's fancy lightly turns to thoughts of love"—when

SPRING in her flower-decked chariot rides in—long are the lines of captives that walk behind. Yet they're always in COUPLES, for the chariot of Spring is drawn along at a LOVE trot, by the happiest, busiest couple in all the whole wide world

—Mr. and Mrs. D. CUPID.



Good morning, sister!
How you wobbly, gurgly, adorable-sious were you in your home!" One of those delectable bunches of youngsters whose neck you long to kiss five times per hour, and whose nose you have to wipe four times oftener than that! Sure—why not me-

life so that the little tad will find it a jollier, cleaner, squarer world. I can't go on talking about it because there are people reading this paper who are astyng with their ends as if it were a set of false teeth, and I've taken about a square yard of the precious stuff to give you your pattern in. But take it

The Vanished Slipper Nights

—By EDGAR A. GUEST

Dinners and concerts and shows, Delirious evenings of whisk; Dances where everyone goes, Lectures too wise to resist, Pictures we really must see, Burdens that have to be borne! Oh, for the glad Used-to-be, When slippers were meant to be worn!

Oh, for the fire in the grate And the joy of the old easy chair And the nights without ever a date, And the youngsters awaiting me there! Oh, for the evenings of rest, Undisturbed by a taxicab's horn, When a man needn't haste to get dressed And slippers were meant to be worn.

Home once was a haven for play, A refuge from troubles that grieve; A place where the toiler might stay,

And not just a station to leave. And a book and a pipe and a chair

Meant peace to the toiler for- born,

But those were the days when a pair Of slippers were meant to be worn.

Now I look at my slippers and pine;

Shall ever their comfort I know?

Shall ever an evening be mine When I shall have nowhere to go?

Shall the glad days return that are gone,

Or is all of my yearning in vain?

Shall I never get home and put on Those old-fashioned slippers again?

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DIARY OF A FASHION MODEL

By GRACE THORNCLIFFE

and black on a white ground, though the cool blue and white, and pink and white checks are beautiful. I'll show you some models, and you can then select your material. I make the cotton gingham and silk calicos on practically the same lines, though with cotton gingham I frequently combine linen of plain ground, either white or the dominant color of the plaid, check or stripe.

Calico is being made up in hats, frocks and parasols. We have some lovely designs. There are picturesque poke bonnets of sprigged calico that make a pretty girl look like a daguerreotype. We are showing a pink and parasol made of yellow calico sprigged in black that is dazzling.

The other day Miss Marjorie Wilson, a charming girl, came in to order some winter resort gowns.

"I want a calico dress, Madame, but I want it to be very unusual and very smart, for I wish to wear it in the afternoon to informal outdoor parties."

"You would like silk calico," replied Madame. "We have some charming designs. My favorite is a plaid of red



Training Your Lashes.



Removing Surplus Hairs.

With silk calico I usually use sports silk and almond oil, and then the antarides.

Suppose you show that silk calico gown with the white blouse," she said.

I love this little frock, and I was only too glad to put it on, because the coloring is so stunning and the lines are so youthful and attractive. It makes my figure look particularly well, I think.

I went back to the dressing-room and put on the silk calico gown. When I came back in the salon Miss Wilson was delighted with the dress.

"Perfectly fascinating!" she exclaimed.

This model is developed in lavender and white checked silk calico combined with plain ground lavender silk.

The sleeves of this blouse are cut three-quarter length, and are finished with a deep cuff of checked silk calico.

"I love the model," said Miss Wilson, "but I don't think I want lavender."

"I'll make this for you, using red and white checked calico. Here is a sample. What do you think of it?" Madame asked, as she threw a length of this material over my arm.

"I love that coloring, but what will the blouse be? Surely not red?"

"Oh, dear, no, that would look too warm. The blouse will be white silk.

The belt will be either white silk or black patent leather."

Then add the shell of the egg and the white beaten stiff and continue cooking.

Clean the lemons well, then scrape off the rind in thin strips. Let soak in two cupfuls of water for an hour and drain. Add the lemon juice and the sugar, and boil until the sugar dissolves.

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SHE PROMISED by Jack Lait.



T was my old friend, Pickled Pete, the retired hobo, spinning of tales when he was in the mood, who harked back to the days when he had been a harvest hand in the great wheat fields of Alberta, the same being a section in Canada.

"Seems to me I've chinined to you about the ice 'bo, an' also the yell.

This is manifestations o' hobo existence which differs very largely from the characteristics o' the wheat 'bo, which is sometimes the savior o' the nation, an' then, again, is sometimes the lowest form o' human life, to be treated with contempt by the rubes an' with hostile indifference by the metropolis millions what eats the pies made outta the grains what he cuts by the sweat o' his low brow.

"The wheat 'bo is only such in the harvstin' season. The rest o' the year he looks like a gent, bein' like the n'fessional baseball player, whose season is brief an' intensive, or like, the vault-ville ham, who plays only in the cool months, an' then on'y if he's lucky.

"What 'bo is mosly farmers' sons what quit the o' homesteads becas it was work or fight an' they got tired o' fightin'. A lot o' stories has been wrote about sons o' the soil who ventures forth as soon as they're big enough to kick their o' man, an' wanders into the larger worl' past the barb wire borders o' their ancestral acres. They're gen'rally adventurous lot, bein' the pick in that line, as against the other an' unwrite sons o' farmers who stick to their home p'serves like a cat, come what might, an' in time inherit patches o' pasture an' field, an' settle down to have sons o' their own to annoy wif' chores an' socially ruin wif' backwoods environments.

"The wheat 'bo isn't averse to work, on'y he's averse to workin' very steady. He don't objec' to tollo' say six week a year or so, I think congressmen is get the same notion about that.

"Well, Salvation Sol, who was a wheat 'bo o' parts, and had been one in many parts, was the sort. He'd book out for the hard season f'm a Chicago labor agency, never gettin' 'col' feet when it came time for him to report, but showin' up like the honor men what you reads about, what comes out to scratch even though they could escape.

"In them six weeks when he labored he took down about a couple o' hundred bucks, an' that sustained him durin' the remainder o' the year, he lettin' out his bank roll on a system--so much for red-eye, so much for chewin', so much for chow--so's it last him till

it was time again to present his beamin' mush at the counter o' the shippin' agent, ready to be cattle-carried to Montana or loway or anywhere.

"Well, this partic'lar year Sol an' me was in a gang what was herded out for a 'H' excede in around Moose Jaw, which is a town o' some thirty thousand, and on the Canadian Pacific betwixt Minneapolis, Calvary, an' nowhere, I had never been there before, but Sol was entirely conversant wit' the location, havin' did a couple o' years there in his earlier manhood. Moose Jaw is a portent'ry town, as everybody knows, peul'ten'ry towns bein' alwas famous, like Joliet, San Quentin, Danvers, Sing Sing, an' Waupun.

"Salvation Sol, been called that becas he got t'ree mon's off for acceptin' religion while a-servin' in the pen, had give the dominion a wide road since his release. Not that there was anything on him, he havin' exculpated his sentence less credits for the slight matter o' sheep stealin', which had involved him in the meshes o' the law, but he alwas had it in his craw that Canada had been as kind to him as it might o' been, an' for that reason he made a habbit o' smibbin' our ally on the north. That didn't keep him f'm signin' the ticket to go to Alberta; his prejudices wasn' as set as that.

"Anyhow, in Moose Jaw we was met by a 'bo boss what cut us up into squads an' sent us off to different farms, me an' Sol ketchin' the same one, a quarter section out near a village called Chaplin--no, not after the funny feller, long before him. We was drove out an' we got there pretty loial'y late in the night, bein' showed with a lantern to where we was to sleep, on the secon' tier o' bunks in a big hay barn.

"We was good an' tired, an' we step' the repose o' the weary 'bo what realizes his long vacation is over an' ere the morrow's sun lights up the horizon, he gotta begin a long stretch o' tough an' torturin' toll. When we ariz' we made our toilet, which was did by runnin' our finger through our hair an' pickin' in that line, as against the other an' unwrite sons o' farmers who stick to their home p'serves like a cat, come what might, an' in time inherit patches o' pasture an' field, an' settle down to have sons o' their own to annoy wif' chores an' socially ruin wif' backwoods environments.

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Caruso, 46, Mourns His Vanished Years

In these days 46 is not old. Under the last military draft Enrico Caruso, who reached his forty-sixth birthday in New York the other day, was eligible to be called to the colors. Caruso, therefore, ought not to feel old; but perhaps with a great tenor it is different. Anyhow Caruso, when he gave his annual birthday interview in his apartment at the Hotel Knickerbocker, sighed merrily over the vanished years and seemed to feel that he was getting to aged to bear all the burdens that had been thrust upon him.

Even in speaking of his marriage to Miss Dorothy Park Benjamin that note about age crept in. "My marriage?" he said. "I'm simply when some one speaks of it. 'Oh, you're very young; because it makes me feel my own young.'"

Caruso wore his most tragic face as he faced the reporters and searched his brain for something new to say.

"It said to my son," he observed at last, breaking the silence and awakening the poised pencils to action, "when in Italy last I said to my son, 'Rudolph, I am old. Yes, I grow old.' But my son laughs at me. 'Papa,' he says, 'you have the youngest of oldness.' Ah! I cannot say it in English. 'La sonada gio vento,' that is what I mean. So my son laughs but I am the tenor singer. 'I feel that I grow old. I care too much to think of and die. I am the heart of the family over there. And here, in the opera, we work with our nerves and it ages us. And the people will not let me sleep at night.'

NOT AFRAID OF LOSING VOICE.

He threw off very quickly the suggestion that his voice might be in danger of suffering from the years. One scribe had the tactlessness to ask him if he would feel just the same as ever about his roles next year, "should his voice grow thin or rough."

"Ha!" shrugged Caruso. "The people are saying that Caruso sings better than ever this year."

He was caroling gayly with the most golden of voices in the next room when the newspaper delegation entered the crowded little office on the ninth floor of the Knickerbocker, where Bruno Zirato, his secretary, opens stacks of mail and writes innumerable letters and shooes off nuisances by telephone and otherwise guards the great tenor from a few at least of the demands of the persistent outside world that gapes around the haunts of the famous.

Caruso was trying new songs. Zirato explained that he had sent to him by the hundred, ah, truly, by the thousand, good, bad, indifferent; mostly bad. But Caruso tried them. Would the tenor pause for a moment in trying the songs and emerge to receive the congratulations of the newspapers on having reached his forty-sixth birthday? Zirato was not sure. Perhaps—at the last minutes—just by chance he might come out. The click, click of the typewriters in Zirato's office and the sounds of the piano and Caruso's voice went on for some time. Then there was a great rushing to and fro and chattering in Italian among Caruso's staff, and the door swung open and Caruso came in. Caruso was not at home, but she had left a souvenir in the shape of two fragrant violets in her husband's buttonhole.

TENOR GROWS REMINISCENT.

Gradually he was led into reminiscences. Yes, he was 1894 that he sang in his first opera. In Naples "L'Amico Francesco" was the opera, and it had a one-night run, never being heard of again.

"I was an old man, a carpenter," Caruso said. "I was 21, but I took the part of an old man, with a beard." For that performance I received a few lire. My next engagement was also in Naples and I got 10 lire, or \$2 a night. Of that my teacher took 25 per cent. My teacher said I was no good. I might be a small singer, but never a great one. No one believed in me."

Caruso said, his large, full black eyes looking rather gloomily back into that time when he was a pitiful boy sent out by his father, who was disgusted with him because he would not work,

singing for a few lire here and there, but never losing hope in his voice.

"My mother," he said with a sudden smile, "she believed in me, but she died when I was 15. When I was 14 and sang in the church in Naples my mother said of me, 'He will be the treasure of the family.' When I sang in the church, and everybody was talking of my voice, my mother was very proud. When I was 15 my voice changed—it had been contralto—and I sang no more in church."

"This is how we succeeded," Caruso said, leaning suddenly forward. "I never refused an engagement. And I was without work, never, but for two months in Naples after my second engagement. Then I went to Cairo and sang, and when I came back a small boat met the ship and brought me an offer. In that engagement I received 700 lire, \$20.

WOULD NEVER REFUSE TO WORK.

"I never refused to work. If one would come to me and say, 'Will you go to such and such a place for the summer and sing?' I would ask, 'How much will you pay me?' The answer is '\$2000.' But I say, 'The price for that was \$8000.' 'Never mind,' they say, '\$2000 is all that can be paid this summer,' and I refuse. 'Very well,' they say, 'we get so-and-so.' Then I make quick thoughts in my head." Caruso described swift geometric problems on his forehead—and said, "We will go." Otherwise I lose the summer and the experience. And the experience is everything. Always in that way I have had work, always since I came to America, and before."

Caruso would not admit that he had

any favorite role in opera. "The singer who has a favorite role," he said, "is not an artist, but a specialist. It is the public that makes the favorite roles. The public, he added, was just in its estimates, and its musical taste was improving.

"But not enough," he added. "Of perhaps \$8,000,000 men and women in the country 20,000,000 are cultivated. The remaining three-fourths are not inoculated with the spirit of the opera. He could never understand, he added, why in America the bill was charged so much for an opera, and why it was necessary to take different roles one after another—it was very hard on the singer. Now in Italy—he drew a sheet of paper toward him and illustrated it with pencil marks—in an opera season of three months not more than five operas were produced, and the singer could give better and better performances each time.

HAS A COMPLAINT.

"For a musical show on Broadway the company rehearses months, and then gives the same thing night after night, but the opera, that much changes every night," he complained. "But it is easy to draw audiences for the shows, and the opera house, that is not always filled. People look at the bill for the night and they say, 'Caruso not singing?' Then I will not go. I do not say that because I am Caruso; but the people do say it."

As a remedy for this Caruso suggested high charges for the nights when stars sang and lower prices on the ordinary nights.

Someone asked if the tenor was dreading the income tax. He paid a huge one last year, and it will be bigger this year. He shook his head solemnly. "No," he said. "Every one must make some sacrifice." He hoped to visit Italy this year, he said; and then he repeated with a smile of pride of his son Rudolph's last letter from the Alpes, where he was stationed with the Alpine wheats.

"Youngsters made play of everything," he said. "My son wrote to me, 'Papa, here we are in the middle of snow. We have nothing; no clothes, no drink, nothing to eat; nothing to make us warm; but we are glad.' The world has not made enough of what Italy did in the war," Caruso said. Asked about the League of Nations, he said, yes, he wished for that;

he did not wish the world to return to the old balance of power.

Caruso would not express an opinion as to whether German operas should be admitted to the American stage now.

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"I started in Germany for I can imagine no torture worse than to see myself piliored in the public press, but Katherine made me a warning gesture to keep still."

"Don't deserve yourself," she said. "To do you imagine any newspaper would take the word of a drug adder against that of reputable people. Besides, you won't try to see any reporters. You've done too many things outside the law to wish to call attention to yourself, and I'm sure you wouldn't be at all anxious to exchange Bellevue for a cell."

KATHERINE'S BLUFF SUCCEEDS.

I was amazed at the assurance with which Katherine spoke of the woman's probable past, although I knew that she couldn't possibly have known anything about her. But in Dickey's parlance "the bluff went," temporarily, at least.

Mrs. Allis lay perfectly silent for a little while, looking up at Katherine steadily. I saw with relief that her eyes, although much reddened, had not been seriously affected by the discharge of the ammonia gun with which Katherine had saved me from her. Evidently the spray had struck her face below the eyes and had partially suffocated her instead of even temporarily blinding her.

"That coffee is still hot, isn't it, Madge?" Katherine asked quietly, indicating the tiny grill I had brought upstairs and had attached to one of the electric light sockets.

"Yes," I returned, trying to make my voice as steady as hers. "Shall I pour a cup?"

"If you please. No cream or sugar."

She carried the black steaming beverage to the bedside.

"Will you drink this now?" she asked.

"Charmed. I'm sure," returned the woman in the bed, and there was a mockery in her voice which vaguely alarmed me. The next moment her assurance was explained. She drained her coffee, and then turned her face toward me.

"But I don't think Mrs. Graham will consent to having me taken to unpleasant places," she said, smoothly.

"Then she realizes what very unpleasant consequences might descend upon her dear, virtuous old father in South America?"

"WHY MADGE FEARS MRS. ALLIS MAY NOT BE 'BLUFFED'."

I caught my breath in fear of interwoven terrors rising from my bed where she lay bound. Mrs. Allis spoke of the unpleasant consequences which would descend upon my father's head if Katherine Sonnet carried out her avowed intention of sending to Bellevue for drug treatment the woman who had tried to throw acid in my face, and had only been prevented

(Continued from Yesterday.)

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I gave a little dismayed cry when Mrs. Allis, whom we had thought was lying in a dugged stupor on my bed, answered Katherine's query to me as to our disposition of her with the words that she be allowed some time to keep still.

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Mrs. Balfame-A Mystery Story

By Gertrude Atherton.



GERTRUDE ATHERTON

(Continued From Last Sunday).

His steady gaze wavered and he sighed. "You said that as if you meant it. You think you are intellectual, and you haven't outgrown one of the prejudices of your Puritan grandmothers—who behaved themselves because women were scarce and even better treated than they are now, and because they would have been too mean to spend money on a divorce suit if divorce had come into fashion elsewhere."

"You are far from complimentary," Mrs. Balfame raised her head stiffly, not a little indignant at this natural display of sheer masculinity. She would have withdrawn her arm and hastened her steps but he held her back.

"I don't mean to be uncomplimentary. Only, you ought to be so much more advanced than you are. I repeat, I shall not make downright love to you, for I intend to marry you one of these days. But I shall say what I choose. How much longer do you think you can go on living like this—with a man you must despise and from whom you must suffer indignities—and in this hole."

"You live here—"

"I came back here because I had a good offer and I like the last better than the West, but I have no intention of staying here. I have reason to believe that I shall get into a New York firm next spring, and once started on that race-course I purpose to come to a winner."

"And you would saddle yourself with a wife many years your senior?" she asked wonderingly.

But she thrilled again, and unconsciously moderated her gait still further; they were but a few steps from her home.

"I am thirty-four. I am sorry that I have impressed you as looking too young to be taken seriously, but you will admit that if a man doesn't know his own mind when he is verging toward middle age, he never will. But if I were only twenty-five, it would make no difference. I would marry you like a shot. I never gave a thought to marrying before. Girls don't interest me. They show their hand too plainly. I've always had a sort of ideal and you till it."

It was characteristic of Mrs. Balfame's well-ordered mind that her intention to murder her husband did not intrude itself into this unique and provocative hour. She had never indulged in a passing desire to marry again, and hers was not the order of mind that somersaults. But she was willing to "let herself go," for the sake of experience, for the first time in her twenty odd years of married life to loiter in a leathery shadowy street with the town, with the winds behind and a glimpse of the gray Atlantic from the higher knolls.

The young unmarried set that danced at the club or in the larger of the home parlors every night would have monopolized the central hall of the bungalow on Saturdays, as well had it not been for the sweet but firm resistance of Mrs. Balfame. Lacking in proper sex vanity she might be, but she was far too proud and just to permit her own generation to be obliterated by mere youth. Having no children of her own, it shocked her fine sense of the fitness of things to watch the subservience of parents and the selfishness of offspring. One of the most notable results of her quiet determination was that she and her friends enjoyed every privilege of the Country Club when the mood was on them, and that a goodly number of the men of their own generation did not confine their attentions exclusively to the bar, but came out and danced with their neighbors' wives. The young people sniffed, but as Mrs. Balfame had founded the Country Club, and they were all helpless under her inflexible will and skillful manipulation, they never dreamed of rebellion.

During the fortnight Mrs. Balfame had cunningly replaced the vial, the indifferent Cassie leaving the sitting-room at her disposal while she wrote a note reminding Dr. Anna of the promised list of war books, adding playfully that she had no time to waste in a busy doctor's waiting-room. In truth Dr. Anna was a difficult person to see at this time. There was an epidemic of typhoid in the county, and much illness among children.

However, on the third Saturday after the interrupted supper, as Mrs. Balfame was motorizing out to the club with her friend, Mrs. Battle, wife of the president of the Bank of Elsinore, she saw Dr. Anna driving her little runabout down a branching road. With a graceful excuse she deserted her hostess, sprang into the humbler machine, and gallantly ordered her friend to turn and drive to the club.

"You take a rest this afternoon," she said pensively. "Otherwise I will be a week when your patients need you most. You look just about fagged out. And I want a little of your society. I've been thinking of taking to a sick bed to get it."

Dr. Anna looked at her brilliant friend with an expression of dumb gratitude and adoration. She was worth one hundred per cent more than this companion of her forty years, but she never would know it. She regarded Enid Balfame as one of the superwomen of earth, astray in the little world of Elsinore. Even when Mrs. Balfame had done her own work she had managed to look rare and lovely. Her hair was neatly arranged for the day before descent to the lower regions, and her pretty print frock was half covered by a white apron as immaculate as her round uncovered arms.

And since the leader of Elsinore had "learned things" she was of an elegance whose differences from those of women born to grace a loftier sphere were merely subtle. Her fine brown hair, waved in New York, and coiled on the nape of her long neck, displayed her profile to the best possible advantage, like all women's women she set great store by her profile. Whenever possible it was framed in a large hat with a rolling brim and drooping feathers. Her severely tailored frocks made her look aloof and stately on the streets (and in

the trains between Elsinore and New York); and her trim white shirt waists and duck skirts, or "one-piece suits" for colder weather, gave her a sweet femininity appeal in the house. At evening entertainments she invariably wore black, cut chastely about the neck and draped with a floating scarf.

Poor Dr. Anna, uncompromisingly plain from youth, worshipped beauty;

moreover, a certain mental pressure of which she was quite unaware caused her to find in Enid Balfame her highest ideal of womanhood. She herself was never trim, she was always in a hurry; and the repose and serenity, the calm and sweet dignity of this gifted being both fascinated and rested her.

That Mrs. Balfame took all her female adorers had to offer and gave nothing but enhanced her worth. She knew the priceless value of the pedestal, and although her wonderful smile descended at discreet intervals her substantial feet did not.

Dr. Anna, who had never been sought by men and had seen too many of them sick in bed to have a romantic illusion left, gave to this friend of her lifetime, whom the years touched only to improve—and who never was ill—the dog-like fidelity and love that a certain type of man offers at the shrine of the unattainable woman. Mrs. Balfame was sometimes amused, always complacent; but it must be conceded that she took no advantage of the blind devotion of either Dr. Anna or her numerous other admirers. She was far too proud to "use" people.

"You're not the least bit in love with him?" asked Dr. Anna jealously.

She removed the cord and sniffed. It was odorless, but was it tasteless?

"Obviously there was no immediate way of ascertaining save by experiment on Mr. Balfame. And even if it were tasteless, it might cook his blood, congest his face, burst his veins—the recalled snatches of Dr. Anna's dissensions upon "interesting cases." On the other hand, one drop might make him forgetful ill; the suspicions of any doctor might be aroused.

She must walk warily. Murder was one of the fine arts. Those that cultivated it and failed followed the victim or spent the rest of their lives within prison walls. Thousands, it was estimated, walked the earth unsuspecting, unapprehensive, serene and content—contemptuous of failures and bunglers, as are the masters in any art. Mrs. Balfame was proudly aware that her priceless value of the pedestal, and although her wonderful smile descended at discreet intervals her substantial

feet did not.

"Good Lord! Well, I wish he'd break his neck."

"Oh Anna!"

"Well, of course I didn't mean it. But I see so many good people die—so many lovely children—I'm sort of callous, I guess. I make no bones of wishing that he'd die of typhoid fever last week, instead of poor Joe Morton, who had a wife and two children to support and was the salt of the earth—"

"You might give Dave a few germs in a capsule!" Mrs. Balfame interrupted in her lightest tones, although she turned her face away. "Or that untraceable poison you once showed me. A bottle was ready. Never had she ripped a step, but she loved youth, and it gave her an acute old maid's delight to observe the children grow up; snub-nosed, freckled-faced, awkward school girls develop at a flying leap into slim American prettiness, enhanced with every late exaggeration of style. She also approved heartily, on hygienic grounds, of the friends of her own

generation dancing; even in public, if their partners were not too young, and their forms too cumbersome.

Mrs. Balfame and Dr. Anna arrived at the club shortly after 4 o'clock. Young people swarmed everywhere, within and without; perhaps twenty older matrons were sitting on the veranda knitting those indeterminate toilette accessories for the Belgians which always seemed to be about to halt at precisely the same stage of progress.

"A drop and none the wiser!" Dr.

Balfame's contralto tones were gloomy and morose.

"Enid!" Dr. Anna stopped the little machine and turned upon her friend, her weary face compact and stern.

"Enid Balfame! Have you been letting

me start fair with our modern wisdom?

Then I suppose we'd bore one another to death until original sin dropped out again. Better speed up, I guess. I've

a full evening ahead of me."

CHAPTER IV.

The "smart set" of Elsinore was composed of the twelve women that could afford to lose most at bridge. Mrs. Balfame, who could ill afford to lose anything, but who was both a scientific and lucky player, insisted upon moderate stakes. The other members of this inner exclusive circle were the wives of two bankers, three contractors, two prosperous merchants, one judge, one doctor, and two commutes who made their incomes in New York and slept in Elsinore. These ladies made it a point of honor to dine at seven, dress

and with both roots and branches in the city of New York; but no one disputed their right to be called captains of the infantry. And Mrs. Balfame, sole survivor in the direct line, had two wealthy cousins in Brooklyn.

Once in a while Dr. Anna, a privileged character, and born at least in Brabant county, took hand at bridge, but she was a poor player, and upon the rare occasions when she found time to spend a Saturday afternoon at the Country Club, preferred to rest in a deep chair and watch the young folk flit and dance until the informal supper was ready. Never had she ripped a step, but she loved youth, and it gave her an acute old maid's delight to observe the children grow up; snub-nosed, freckled-faced, awkward school girls develop at a flying leap into slim American prettiness, enhanced with every late exaggeration of style. She also approved heartily, on hygienic grounds, of the friends of her own

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"Oh, dear Mrs. Balfame," she gasped,

"do take him home. He is so—so queer. He snatched three girls away from their partners, and the boys are so mad. And his language—oh, it was something awful."

The women and girls were huddled in groups, all but Alys Crumley, who, Mrs. Balfame vaguely realized, was sketching. Their eyes were fixed on the group at the head of the room, where Rush was now trying to edge the burly swaying figure toward the door.

Mrs. Balfame walked directly up to her flushed and infuriated spouse.

"You are not well, David," she said, peremptorily. "In all the years of our married life never have you acted like this. I am sure that you are getting typhoid fever—"

"To hell with typhoid fever!" shouted

Mr. Balfame. "I'm drunk, that's what. And I'll be drunker when they let me into the bar. You get out of this."

Mrs. Balfame turned to Dr. Anna, who had marched up the room beside her. "I am sure it is fever," she said with decision, and the loyal Anna nodded sagely. "You know that liquor never affects him. We must get him home."

"Huh!" jested Balfame, "you two get me home! I'm not so drunk I can't see the joke of that. The matter with you is you think I'm disgruntled and you want to go on bein' the high cock-alorum of this bunch. Well, I'm sick of it, and I'm sick of bein' told to eat out when you're at matines or that damned Woman's Club. Home's the place for women. Kuttin' is all right."

He laughed uproariously. "But stay at home by the fire and knit your husband's socks. Smoke a pipe, too, if you like it. That's what my granny did. The whole lot of you women haven't got one good man's brain between you, and yet you talk the head of the, the President of the United States—"

He was about to launch upon his opinion of Elsinore society when a staccato cough interrupted the flow.

Mrs. Balfame turned away with a gesture of superb disdain, although her face was livid.

"The sex jealousy we have so often discussed!" Her clear tones from the first had carried all over the room.

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"Yes, but such a worker!" Mrs. Balfame sighed reminiscently. "And when you have but one servant—"

The tardy party bustled in and the game began.

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branches in the city of New York; but

no one disputed their right to be called

captains of the infantry. And Mrs. Balfame, sole survivor in the direct line, had two wealthy cousins in Brooklyn.

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Being a woman of clear thought and

firm purpose, and of a really high order

of moral courage, Mrs. Balfame was daunted for a moment only. She laid down her cards, opened the door and entered the main room of the clubhouse. There she saw, at the head of the room, a group of men surrounding her husband; with one exception,

had shouted that her knitting got on

his nerves, and the eight of all those

books on the war made him sick. When

the whole business of the country was

held up by this accursed war, a man

would like to forget it when at home.

And every man had the same story,

to God; his wife was knitting when she

ought to be earning stockings; trying

to be intellectual by concerning her

self with a subject that concerned men alone. Mr. Balfame had always repre-

sented the Woman's Club, and all talk

of votes for a sex that would put him

and his kind out of business. Their in-

telligent interest in the war was a

harmless personal indignity.

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Meeting the Arctic on its Own Terms

by
VIJHJÄLMUR STEFANSSON.

IN THE STONE AGE AMONG LIVING MEN.

By VIJHJÄLMUR STEFANSSON.

Our first day among the Dolphin and Union Straits Eskimos was the day of all my life to which I had looked forward with the most vivid anticipations, and to which I now look back with equally vivid memories, for it introduced me, a student of mankind and of primitive men especially, to a people of a bygone age. Mark Twain's Connecticut Yankee went to sleep in the nineteenth century and woke up in King Arthur's time among knights who rode in clinking mail to the rescue of fair ladies; we, without going to sleep at all, had walked out of the twentieth century into the country of the intellectual and cultural contemporaries of far earlier age than King Arthur's.

These were not such men as Caesar found in Gaul or in Britain. They were more nearly like the still earlier hunting tribes of Britain and of Gaul—living contemporaneous to, but oblivious of, the building of the first pyramid in Egypt. Their existence on the same continent with our populous cities was an anachronism of 10,000 years in intelligence and material development. They gathered their food with the weapons of the men of the Stone Age, they thought their simple, primitive thoughts and lived their insecure and tense lives—lives that were to me the mirrors of the lives of our far ancestors whose bones and crude handiwork we now and then discover in river gravels or in prehistoric caves.

Such archaeological remains found in various parts of the world of the men who antedated the knowledge of the smelting of metals, tell a fascinating story to him whose scientific imagination can piece it together and fill in the wide gaps. Far better than such dressing was my present opportunity. I had nothing to imagine. I had merely to look and listen; for here were not remains of the Stone Age, but the Stone Age itself, men and women, very human, entirely friendly, who welcomed us to their homes and bade us stay.

LIVING AS ONE OF THEM. Their dialect differed so little from the Mackenzie River speech which I had acquired in three years of living with the western Eskimos that we could make ourselves understood from the first. It cannot have happened often in the history of the world that the first white man to visit primitive people was one who spoke their language. My opportunities were therefore unusual.

Long before the year was over I was destined to become one of them, and even from the first hour we were able to converse sympathetically on subjects of common concern. Nothing that I have to tell from the Arctic is of greater intrinsic interest or more likely to be considered a contribution to knowledge than the story of our first day with these people who had not (either they or their ancestors) seen a white man until they saw me.

Like our distant ancestors, no doubt, these people fear most of all things the evil spirits that are likely to appear to them at any time in any guise; and next to that they fear strangers. Our first meeting had been a bit doubtful through our being misinterpreted as spies, but they felt of trust talked with us and knew we were but common men. Strangers we were, it is true, but we were only three among forty of them, and therefore were not to be feared. Besides they told

us, "they knew we could harbor no guile from the freedom and frankness with which we came among them; for they said, a man who plots treachery never turns his back to those whom he intends to subdue."

THEIR KINDLY HOSPITALITY.

Before the snow-house, which they started to build for us immediately on our arrival, was quite ready for our occupancy, children came running to announce that their mothers had dinner ready. The houses were so small that it was not convenient to invite all three of us into the same one to eat; besides, it was not etiquette to do so, as we learned later. Each of us was, therefore, taken to a different place. My host was the seal hunter whom we had first approached on the ice. His house would, he said, be a fitting one in which to offer me my first meal among them, for his wife had been born farther west on the mainland coast than any one else in their village, and it was even said that her ancestors had not belonged originally to their people, but were immigrants from the westward. She would, therefore, like to ask me questions.

I learned out, however, that his wife was not a talkative person, but motherly, kindly, and hospitable, like all her countrywomen. Her first questions were not of the land from which I came, but of my foot-gear. Were't my feet just a little damp, and might she not pull my boots off for me and dry them over the lamp? Would I not put on a pair of her husband's dry socks, and was there no little hole in my mittens or coat that she could mend for me? She had boiled some seal meat for me, but she had not boiled any fat, for she did not know whether I preferred the blubber boiled or raw. They always cut it in small pieces and ate it raw themselves; but the pot still hung over the lamp, and anything she put into it would be cooked in a moment.

When I told her that my tastes quite coincided with theirs—in fact, they did—it was delicious. People differ much alike then, after all, though they come from a great distance. She would, accordingly, treat me exactly as if I were one of their own people come to visit them from afar—and, in fact, I was one of their own people, for she had heard that the wicked Indians to the south spoke a language no man could understand, and I spoke with a slight flavor of strangeness.

SHARING THE FEAST.

The boiled pieces of seal meat had been taken out of the pot and lay steaming on a sideboard. My hostess picked out for me the lower joint of a seal's fore-leg, squeezed it between her hands to make sure nothing should drip from it, and handed it to me, along with her own copper-bladed knife. The next most desirable piece was similarly squeezed and handed to her husband and others in turn to the rest of the family.

When this had been done, one extra piece was set aside in case I should want a second helping, and the rest was divided into four portions, with the explanation that four families in the village had no fresh seal meat. The little adopted daughter of the house, a girl of 7 or 8, had not begun to eat, for it was her task to take a small wooden platter with the four pieces of meat to the four families who had none of their own. I thought that the pieces were a good deal smaller than our portions and that the recipients would not get quite a square meal; but I learned after that every house in which any cooking was done had likewise sent four portions, so that the aggregate must have been a good deal more than the recipients could eat at one time.

Divvying out the portions of food were also brought us from other houses. Each housewife apparently knew exactly what the others had put in their pots, and whoever had anything a little bit different would send some of that, so that every min-

ute or two a small girl messenger appeared with a platter of something. Some of the gifts were especially designated as for me—mother had said that however they divided the rest of what she was sending, the boiled kidney was for me; or mother had sent this small piece of boiled seal-slipper to me, with the message that if I would take breakfast in their house tomorrow I should have a whole dinner, for one of my companions was at their house and had told them that I considered the flipper the best part of a seal.

ESKIMO TABLE CUSTOMS.

As we ate we sat on the front edge of the bed-chamber, holding each his piece of meat in the left hand and the knife in the right. This was my first experience with a knife of native copper. I found it more than sharp enough and very serviceable. The piece of copper (float) from which the blade had been hammered out had been found, they told me, on Victoria Island, to the north, in the territory of another tribe, from whom they had bought it for some good driftwood from the mainland coast.

My hostess sat on my right in front of the cooking lamp, her husband on my left. As the house was the ordinary oval snow dome, about 7 by 9 feet in inside dimensions,

mer with them? Of course, the tribes who lived farther east would also be glad to see us and would treat us well, unless we went too far to the east and fell in with the Netsills Eskimos (King William Island), wicked, treacherous people who, strange to say, have no chins. Beyond them, they had heard, lived the white men (Kabulutat), of whom, no doubt, we had never heard, seeing they came from the west, and the white men are fathers of all people to the east. They also said to hate various physical deformities; they had heard that some of them had one eye in the middle of the forehead, but of this they were not sure, because stories that come from afar are always doubtful.

The white men were said to be of a strangely eccentric disposition; when they gave anything to an Eskimo they would take no pay for it, and they would not eat good, ordinary food, but subsisted on various things which a normal person could not think of forcing himself to swallow except in case of starvation. And thus in spite of the fact that the white men could have better things to eat if they wanted to, for seals, whales, fish and even caribou abound in their country.

THEIR GOOD MANNERS.

These and a great many other things I was told with friendly

In the Stone Age, among living men. Here are remarkable pictures taken by Stefansson on his explorations:

"Here were not remains of the

Stone Age, but the Stone Age itself, men and women, very human, entirely friendly."

Entirely without weapons as we know them, the Eskimo of the

bad known in their youth. My Mackenzie man Tannamirk had, in fact, heard something to make this clear, for he had eaten supper in the house of a man who last winter had dropped his knife into a seal-hole where the sea was very deep, but so powerful was the spell he pronounced that when he reached into the water he picked the knife off the ocean bottom. And this, Tannamirk commented, in spite of the fact that the ice alone was at least a fathom thick and the water so deep that a stone dropped into it would not doubt take a long time to sink to the bottom.

Did they believe all this? I asked my men, though I knew what answer I would get. Of course they did. Why should I ask? Had they not often told me that their own people were able to do such things until a few years ago, when they abjured their familiar spirits on learning from the missionary of heaven and hell, and that no one can attain salvation when employs spits to do his bidding? It was too bad that salvation and the practice of magic were incompatible—not that such trivial things as the recovery of lost articles were of moment, but in the cure of sickness and the control of weather and ice conditions, prayers seemed so much less efficient than the old charms.

Dolphin and Union Straits manage to maintain themselves with bow and arrow in the most inhospitable region of the world. They can kill caribou at 75 yards. Since they

heard the name till told of them last night.

But didn't they consider strange my eyes (which are blue), and my beard (which was light brown), and suppose that for that reason I belonged to different people? Their answer was decisive: "We have no reason to think you belong to a different people. Your speech differs a little more from ours, and your eyes are blue, and as for your eyes and beard, they are much like those of some of our neighbors to the north, whom you must visit. They are our best friends, and they will never cease being sorry if you pass on to the east without seeing them."

So it was arranged that we should pay a visit to the people of Victoria Island, who were described to me in a way to make me think that likely I had found descendants of the lost men of the Franklin expedition. We know now that the facts call for another interpretation.

USING BOWS AND ARROWS.

One thing that interested me was to see some shooting with the strong-looking bows and long copper-tipped arrows that were in the possession of every man of the tribe. I said that I would like to have them illustrate how they killed caribou, and I would in turn show

them by the killing at a great distance of caribou or a bear by a rifle bullet whose flight was unerring and invisible, and was not an isolated case. When I showed them my binoculars that made far-away things seem near and clear they were of course interested. When I looked south or east and saw bands of caribou that were to them invisible they asked me to pass them to them, and I did so. They were disappointed and the reverse of well-impressed with my powers, for they knew that their own medicine-men had charms and magic that enabled them to see things that the morrow was to bring forth.

Another time, in describing to them the skill of our surgeons, I told that they could put a man to sleep and while he slept take out a section of his intestines or one of his kidneys, and the man when he woke up would not even know what had been done to him, except as he was told and as he could see the sewed-up opening through which the part had been removed. Doctors could even transplant the organs of one man into the body of another. These things I had actually never seen done, but that they were done was a matter of common knowledge in my country.

THEIR MAGIC EQUALS ANY.

It was similar in their country, one of my listeners told me. He had a friend who suffered continually from backache until a great medicine-man, while the patient slept, removed the entire spinal column which had become diseased and replaced it with a complete new set of vertebrae, and when this was most wonderful, there was not a scratch on the patient's skin to show that the exchange had been made. This thing the narrator had not seen done, but the truth of it was a matter of common knowledge among his people.

Another man had had his diseased heart replaced with a new and sound one. In other words, the Eskimo believed as thoroughly as I in the truth of what he told. Neither of us had seen the things actually done, but that they were done was a matter of common belief among our respective countrymen; and the things he told of his medicine-men were more marvelous than the things I could tell of mine.

In fact, I had to admit that the transplanting of spinal columns and hearts was beyond the skill of my countrymen, and as they had the good breeding not openly to doubt any of my stories, it would have been ill-mannered of me to question theirs. Besides, questioning them would have done no good. I could not have explained by iota their secret-founded faith in their medicine-men and spirit-compelling charms. In spite of any arguments I could have put forward, the net result would have been just what it was, anyway—that they considered they had learned from my own lips that in point of skill our doctors are not the equals of theirs.

IN A SNOW DANCE HALL.

It was near noon of our first day when someone asked me if there were not some way in which the western people celebrated the coming of winter. I replied that usually all the village gathered in a great dance. That was just their way, my hosts told me, and, seeing that our customs coincided, they would make a dance-house, as large as if two large tribes had met to trade. We should see how they danced, at about thirty or thirty-five yards, while the range at which caribou are ordinarily shot was shown to be about seventy-five yards.

When the exhibition was over, I set up a stick at about 200 yards and fired at it. The people who stood around had no idea as to the character of the thing I was about to do, and at the loud report all the women and children scrambled for the houses, while the men ran back fifteen or twenty yards and stood talking together, evidently behind a snow wall. I asked them to go with me to the stick and see what had happened to it. After some persuasion three of them complied, but unfortunately for me I had failed to score. At this they seemed much relieved, but when I told them I could try again they protested earnestly, saying that so loud a noise would scare all the seals away from their hunting grounds, and the people would therefore starve.

CONSIDER RIFLE AS MAGIC.

It seemed imperative, however, to show them I could keep my word and perform the stick at 200 yards and in spite of their protest I got ready to shoot again, assuring them that we used these weapons in the west for seal-hunting, and that the noise was found not to scare the seals away. The second shot happened to hit, but on the whole the range of the bullet on the stick impressed them more than the noise. In fact, they did not seem to mind it at all. When I explained that I could kill a polar bear or a caribou at even twice the distance, they exhibited no surprise, but asked me if with my rifle I could kill a caribou on the other side of a mountain. When I said that I could not, they told me a great shaman in a neighboring tribe had a magic arrow by which he could kill caribou on the other side of no matter how big a mountain. In other words, much to my surprise, they considered the performance of my rifle nothing wonderful.

I understand the point of view better now than I did then. It is simply this: If you were to show an Eskimo a bow that in the ordinary way could shoot fifty yards farther than any bow he ever saw, he would never cease marveling, and he would tell of that bow as long as he lived. He would understand exactly the principle on which it works, would judge it by the standards of the natural, and would find it to excel marvelously. But show him the work of the rifle, which he does not in the least understand, and he is face to face with a miracle. He judges it by the standards of the supernatural instead of by the standards of the natural; he compares it with other miraculous things of which he has heard and which he may even think he has himself seen, and he finds it not at all beyond the average of miracles; for the wonders of our science and the widest powers of our own mythologies pale beside the marvels which the Eskimo suppose to be happenings all around them every day at the behest of their magicians.

IS CONSIDERED AS ESKIMO.

And what did they think of me—to what people did they suppose I belonged? Oh, but they did not have to guess; they knew: for Tannamirk had told them he belonged to the Kupagmit, of whom they had heard many stories from their fathers, and my accent made it plain I belonged to the Kupagmit also, and not to that more distant people to whom my other companions belonged, Natusiak, who was more strange than ours, and of whom they had never



there was only free room for us three on the front edge of the two-foot-high snow platform, over which reindeer, bear and musk-ox skins had been spread to make the bed. The children, therefore, ate standing up on the small, open floor space to the right of the door as one enters; the lamps and cooking gear and frames for drying clothing over the lamp took up all the space to the left of the door.

In the horse-shoe-shaped, three-foot-high doorway stood the host's dogs, side by side, waiting. Whoever finished a bone would give it to the dog, who snatched it to the alleyway and returned to his position again as soon as he had consumed it. When the meal was over they all went away unbidden, to curl up and sleep in the alleyway or out-of-doors.

MEAT AND BLOOD-SOUP. Our meals were of two courses, the first meat and the second soup. The soup was made by pouring cold seal blood into the boiling broth immediately after the cooked meat had been taken out of the pot, and stirring briskly until the whole comes nearly (but never quite) to a boil. This makes a soup of a thickness comparable to our English pea-soup, but if the pot be allowed to come to a boil the blood will coagulate and settle to the bottom. When the pot lacks a few degrees of boiling, the lamp above which it is swung is extinguished and a few handfuls of snow are stirred into the soup to bring it to a temperature at which it can be drunk freely. With a small dipper the housewife fills large musk-ox-horn drinking cups and assigns one to each person. If short of cups, two or more share one cup, or a cup may be refilled and passed to another.

After I had eaten my fill of fresh seal meat and drunk two pint cupsfuls of blood-soup, my host and I moved back on the bed-platform, where we could sit comfortably, propped up against bundles of soft caribou skins, while we talked. He and his wife asked but few questions, and only such as could not be considered intrusive, either according to their standards or as I learned them later, or according to ours. They understood perfectly that we were guests and were welcome.

"Oh!" She spoke with sweet severity. "I shall not. After such a scene! I must be more careful than ever. Go right away. I at least, shall continue to be above reprimand."

"Oh!" He swallowed the natural expression of masculine irritation. "If you won't let me in I'll say what I've got to say right here. Will you divorce that brute and marry me? I can get you a divorce on half a dozen grounds." "I've got no divorce, now or ever," Mrs. Balfame of Elsinore spoke with haughty finality. "I abominate the word." Then she added graciously: "But don't think I am unappreciative of your kindness. Now you must go away. The Giffings live on the corner, and there isn't a jury in Brabant County that wouldn't acquit me on the plea of self-defense, and that alone will make him behave himself, for it would cost him a good deal more to pay all money than to keep the old house alone."

"That isn't an argument that will have much effect on a man, usually in liquor. But women are queer cattle. Divorce is a great and beneficial institution, and here you elect to go off living under the same roof with a brute—oh, well, it's your own funeral. Here we are. I've got to speed up and practice medicine. Am expecting a call from out at Houston's any minute. Baby. Good night."

CHAPTER VI.

Mrs. Balfame let herself into the dark house. Saturday was Freda's night out.

Contrary to her economical habit, she lit up the lower floor recklessly, and opened the windows; she felt an overwhelming desire for light and air. But as she wished to think and plan what to do, she went at once to the pantry in search of

(Continued From Preceding Page)

TALES OF OTHER TRIBES.

It must be a very long way to the land from which we came; we were not satisfied with traveling, and did not think of spending the sum-

of what people did they suppose I belonged? Oh, but they did not have to guess; they knew: for Tannamirk had told them he belonged to the Kupagmit, of whom they had heard many stories from their fathers, and my accent made it plain I belonged to the Kupagmit also, and not to that more distant people to whom my other companions belonged, Natusiak, who was more strange than ours, and of whom they had never

heard the name till told of them last night.

But didn't they consider strange my eyes (which are blue), and my beard (which was light brown), and suppose that for that reason I belonged to different people? Their answer was decisive: "We have no reason to think you belong to a different people. Your speech differs a little more from ours, and your eyes and beard, they are much like those of some of our neighbors to the north, whom you must visit. They are our best friends, and they will never cease being sorry if you pass on to the east without seeing them."

So it was arranged that we should pay a visit to the people of Victoria Island, who were described to me in a way to make me think that likely I had found descendants of the lost men of the Franklin expedition.

TRIBUNE'S PAGE FOR YOUNGER FOLK



TRESTLE GLEN SECRETS

By ELSINORE R. CROWELL

Written for the Tribune.

Dear Little Chum: Never had there been such a fuss in Trestle Glen! Every single person, from the tiniest bird on the top of the tallest tree to the grubbiest goopher in the bottom of the deepest burrow was chattering and scolding and wondering and guessing. And well they might! For never in all their history had such a daring and wicked ROBBERY happened!

Like a great many other things that happened in Trestle Glen this all started by Jimmy Squirrel's talking too much. Whenever anything

old Rufus Water Rat was looking so pleased with himself this morning. Usually the wicked beast steals my breakfast from under my very nose, but this morning he didn't bother me, and when I passed his hole he was sitting in the sun nibbling the finest acorn I ever saw and grinning from ear to ear. I wondered where he got that acorn. You weren't foolish enough to tell that rascal about your store, were you Jimmy?

But there was no need for Jimmy to answer. At the mention of "water rat" he had given a great start and how he had his heart in shape. Of course, he had told Rufus Rat—he had told everyone! And now what was to be done? Being ashamed wouldn't bring back that splendid store of food. And there wasn't a person in the Glen brave enough to face the wicked Rufus. Indeed that old wretch had terrorized the Glen

long before he had stolen Jimmy's store.

He was so big and strong and his teeth were so long and sharp that he bullied them as long as they could remember. But this was the worst of all.

In the midst of the gabbling, a new voice spoke up—old Grunty Gumb. Grunty hardly ever spoke because he thought most speaking was foolishness. But behind his tiny sleepy eyes and fat boy body there was the brightest brain that was always working briskly. So when he did speak he was well worth listening to. And now everyone listened hard.

"Jimmy doesn't deserve being helped," grumbled Grunty, "because he's such an idiot. But I have been disliking that miserable Rufus Rat for so long that I think I'll take a hand in this affair. Only if I do Jimmy has to promise to the knot in his tongue after this whenever it gets too long for him."

You may be sure that Jimmy promised—*the* whether he ever kept that promise is quite another matter. But he certainly meant to then. And then at Grunty's command they

were off to the hills to tell everyone he knew to everyone he met—which is a very foolish thing to do whether you have four legs or two. And so, of course, when Jimmy finally succeeded in gathering together in his store room the greatest store of fat acorns and spicy seeds and choice slices of bark that Trestle Glen had ever seen, he talked as he had never talked before. It was something to boast about, to be sure, and he had worked very hard; for which he deserved some credit. But he boasted so much and talked so foolishly that everyone was heartily sick of Jimmy and his stories and wished they might never hear of them again.

However, they WERE to hear of them again, and here comes the startling part. For the third morning after his hub finished his great task he walked all the Glen with his treasures. Some one had stolen his wonderful store! Not a seed nor an acorn nor slice of bark was left!

Then you may be sure there was an uproar in Trestle Glen. Jimmy accused everyone and wouldn't stop until Aunt Winnie Woodpecker gave him a sharp tap with her bill, which improved his manners for a time at any rate. In the midst of the confusion, Matie Mud Hen waddled in from Lake Merritt, and at once a dozen excited friends told here the story.

"Well, that accounts for it," quacked Matie. "Accounts for what?" they cried. "Accounts for why that miserable

followed him. Down into his burrow he led the way and thru a low door that none of them had ever seen before. They were in a low tunnel that turned and twisted until they thought it could never end. On and on they went, until Grunty leading led them? Suddenly they heard a sighing and swishing.

"What in the world is that, Grunty?" they cried.

"That's Lake Merritt—you're just under the shore," said Grunty. And sure enough, they were, for as you know, Lake Merritt lies on one side of the hills and Trestle Glen on the other and they had come clear thru.

A few more steps and Grunty cautiously opened another little door, and there before them, in Rufus Rat's cellar, lay Jimmy's store of food! You may be sure they wasted no time in moving it out of there, and for once Jimmy worked without being told.

"Now, we'll fix that Rufus so he won't do it again," said Grunty when they had the food hidden back in the tunnel. "Follow me!"

"Softly they crept behind him as he opened still another door, just the width of a crack. A flood of sunshine swept in and there on the doorsill, so near they could touch him, sat the wicked Water Rat, taking a nap.

"Grab his tail, Jimmy," whispered Grunty, and Jimmy grabbed. Instantly Rufus awoke, and with a terrible yell tried to spring inside. But Grunty had closed the door against him and was holding it fast with a dozen of the squirrels, so that Rufus was fixed on one side of the door while his long tail, with Jimmy and some other squirrels pulling it hard as they could, was fastened on the other. Oh how he yelled and scratched and bit at that door.

But not a bit of good did it do him. The more he fought the more his tail hurt him.

"I promise never to do it again, or we'll pull it clear off," said Grunty.

So after the very impolite sort of language, Rufus promised. Then Jimmy dropped his tail, and in a second Grunty had bolted the door on the inside, so that Rufus could not follow them. Then back they went

to the schoolhouse, and there, in front of a hearth of glowing embers, sat the master at his desk.

"No one noticed so small a creature as a Woggle-Bug, and when I found that the hearth was even warmer and more comfortable than the sunshine, I resolved to establish my future home beside it. So I found a charming nest between two bricks and hid myself therein for many, many months.

"Professor Nowitall is, doubtless, the most famous scholar in the land of Oz, and after a few days I began to listen to the lectures and discourses he gave to his pupils. Not one of them was more attentive than the humble, unnoticed Woggle-Bug, and I acquired in this way a fund of knowledge that I will myself confess is simply marvelous. That is why I place T. E.—Thoroughly Educated—upon my card, for my greatest pride lies in the fact that the world cannot produce another Woggle-Bug with a tenth part of my own culture and education."

"I do not blame you," said the Scarecrow. "Education is a thing to be proud of. I'm educated myself. The mass of brains given me by the Great Wizard is considered by my friends to be unexcelled."

"Nevertheless, interrupted the Tin Woodman, "a good heart is, I believe, much more desirable than education or brains."

"To me," said the Saw-Horse, "a good leg is more desirable than either."

"Could seeds be considered in the light of brains?" inquired the Pumpkinkhead, abruptly.

"Keep quiet!" commanded Tip, sternly.

"Very well," dear Father," answered the obedient Jack.

The Woggle-Bug listened patiently—even respectfully—to these remarks, and then resumed his story.

"I must have lived fully three

The Wonderful Stories of "OZ"

By L. Frank Baum

A HIGHLY MAGNIFIED HISTORY

"It is but honest that I should acknowledge at the beginning of my recital that I was born an ordinary Woggle-Bug," began the creature, in a frank and friendly tone. "Knowing no better, I used my arms as well as my legs for walking, and crawled under the edges of stones or through the roots of grasses or among the stems of flowers, never going beyond the boundaries of my native land."

"The chill nights rendered me stiff and motionless, for I wore no clothing, but each morning the warm rays of the sun gave me new life and restored me to activity. A horrible existence is this, but you must remember it is the regular ordinary life of Woggle-Bugs, as well as of many other tiny creatures that inhabit the earth."

"But Destiny had singled me out, bumble though I was, for a grander fate! One day I crawled near to a country school house, and my curiosity being excited by the monotonous hum of the students within, I made bold to enter and crept along a crack between two boards until I reached the hearth, where, in front of a hearth of glowing embers, sat the master at his desk."

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"I must have lived fully three

years in that secluded schoolhouse

and throw the insect upon a screen in a highly-magnified condition, that you may all study carefully its peculiar construction and become acquainted with its habits and manner of life."

"He then brought from a cupboard a most curious instrument, and before I could realize what had happened I found myself thrown upon a screen in a highly-magnified state—

as even you now behold me."

"The students stood up on their stools and craned their heads forward to get a better view of me, and two little girls jumped upon the sill of an open window where they could see more plainly."

"Behold!" cried the Professor, in a loud voice, "this highly magnified Woggle-Bug: one of the most curious insects in existence!"

"We are bound for the Emerald City now," said the Tin Woodman; "so, if it pleases you to do so, you

(Continued on Next Page)

stood upright and, placing my hand upon my bosom, made a very polite bow. My action, being unexpected, must have startled them, for one of the little girls perched upon the window-sill gave a scream and fell backward out of the window, drawing her companion with her as she disappeared.

"The Professor uttered a cry of horror and rushed away through the door to see if the poor children were injured by the fall. The scholars followed after him in a wild mob, and I was left alone in the schoolroom, still in a Highly-Magnified state and free to do as I pleased.

"It immediately occurred to me that this was a good opportunity to escape. I was proud of my great size, and realized that now I could safely travel anywhere in the world, while my superior culture would make me a fit associate for the most learned person I might chance to meet."

"So, while the Professor was admiring the Woggle-Bug, I calmly walked out of the schoolhouse, turned a corner, and escaped unnoticed to a grove of trees that stood near."

"Wonderful!" exclaimed the Pumpkinhead, admiring.

"It was, indeed," agreed the Woggle-Bug. "I have never ceased to congratulate myself for escaping while I was Highly Magnified; for even my excessive knowledge would have proved of little use to me had I remained a tiny, insignificant insect."

"I didn't know before," said Tip, looking at the Woggle-Bug with a puzzled expression.

"Nor do they, in their natural state," returned the stranger. "But in the course of my wanderings I had the good fortune to save the life of a tailor—tailors having, like cutters, nine lives, as you probably know. The fellow was exceedingly grateful, for had he lost that ninth life it would have been the end of him; so he begged permission to furnish me with the stylish costume I now wear. It fits very nicely, does it not?" and the Woggle-Bug stood up and turned himself around slowly that all might examine his person.

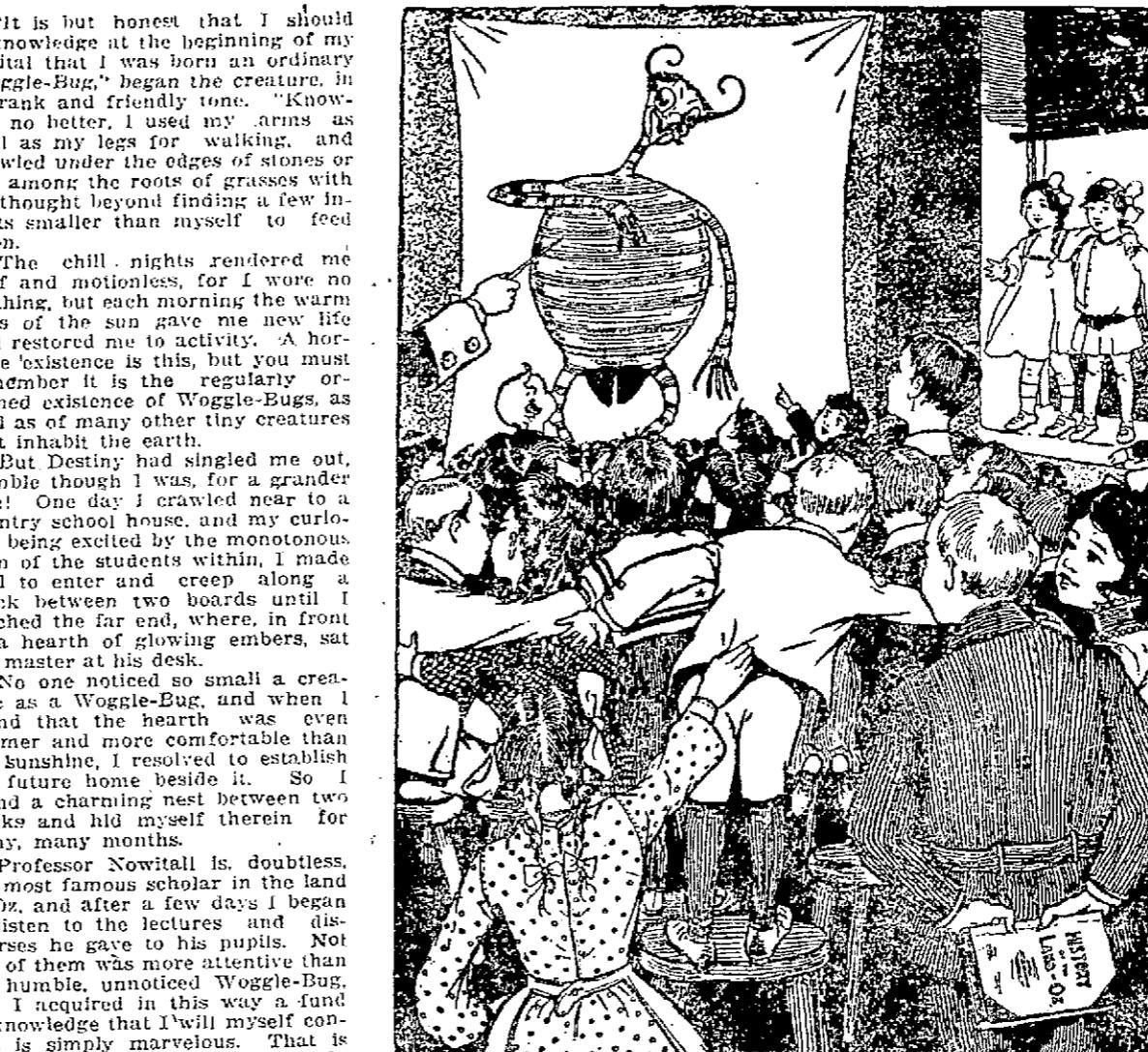
"He must have been a good tailor, at any rate," observed Nick Chopper.

"Where were you going, when you met us?" Tip asked the Woggle-Bug.

"Nowhere in particular," was the reply, "although it is my intention soon to visit the Emerald City and arrange to give a course of lectures to select audiences on the 'Advantages of Magnification.'"

"We are bound for the Emerald City now," said the Tin Woodman; "so, if it pleases you to do so, you

(Continued on Next Page)



"The Students Stood Up On Their Stools."

"I have captured a Woggle-Bug—a very rare and interesting specimen. Do any of you know what a Woggle-Bug is?"

"No!" yelled the scholars, in chorus.

"Then," said the Professor, "I will get out my famous magnifying glass

and throw the insect upon a screen in a highly-magnified condition, that you may all study carefully its peculiar construction and become acquainted with its habits and manner of life."

"He then brought from a cupboard a most curious instrument, and before I could realize what had happened I found myself thrown upon a screen in a highly-magnified state—

as even you now behold me."

"Ah j-j-jimminie f-f-fish hooks," yawned the Dunce as he stretched out on the mousieskin rug before the fire, "let's make candy or play some game, or somethin'. I'm tired of losin' around doin' nothin'."

"I'll give you something to do," said the Old Soldier with a grin.

"We'll need another supply of wood to keep the home fires burning, so

you and anybody else who wants some exercise can get it by bringing in some wood."

"O crickety!" exclaimed the Dunce. "It's too cold to go out."

"Come on, Dunce, we'll wrap up good and warm and the exercise will give you a good appetite for that stuffed prune the Cook is going to have for supper tonight," cried Paddy Pinn.

"All right!" shouted the Dunce, and jumping up he began to bundle himself up while several other Teenie Weenies did the same.

In a few minutes the little chaps were dressed snug and warm and with much joking and laughing they set off for a woodshed not far away.

"Hey!" shouted a voice as the Teenie Weenies passed the old teapot where the Chinaman lived, and looking around they saw Chuck Lee peering out of the tiny doorway.

"Allee samee where goin'?" he yelled.

"We're goin' after wood," shouted the Dunce, "and you'd better get your nose inside the door or you'll get it frozen off."

"O waitie waitie!" cried the Chinaman, "me wantie wood, too. Waitie minute and me and Zip we gole long."

The Teenie Weenies walked along slowly and in a few minutes Zip and the Chinaman cage puffing after them.

The little fellows soon made their way up to the woodhouse, where they set to work gathering up the many splinters of wood which lay about the ground.

The Dunce stood for some moments looking at a big hatchet which leaned up against the woodhouse and suddenly a wicked twinkle shone in his eye.

"Hey, Chuck," he shouted to the Chinaman who was picking up sticks not far away. "Come here a minute, I want to show you something."

"I'll bet you two poppy seeds you can't put your tongue to the edge of that hatchet," said the Dunce when the Chinaman had joined him.

"Allee samee me bet me can," answered the Chinaman, and walking up to the hatchet he laid his tiny tongue against its cold edge. Almost instantly the Chinaman let a yell out of him that brought the rest of the Teenie Weenies to the spot. As soon as the little fellow put his warm tongue to the cold steel it was frozen fast and the poor Chinaman was scared half out of his wits.

Paddy Pinn ran to the shoe house and got a pail of warm water which he poured over the hatchet next to the Chinaman's tongue. The poor Chinaman was then able to pull his tongue off, but he left a little of the skin sticking to the hatchet.

"I'm going to tell the General about this, that's what I am," cried Paddy Pinn, glaring at the Dunce.

"No, don't tell the General," said the Chinaman. "Me gettee even myself," and the Dunce stopped his laughing, for he knew very well that the Chinaman always kept his word.

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Film and Screen

Picking "Types" for the Films Is Science And Never Guesswork

JOHN DOE

Height	6 ft.	Hair	Blond
Weight	190	Eyes	Dark
Tye.	Young Heavy		
Experience			
REMARKS:			

There are over six thousand cards like this in the files of the office of the Famous Players Studio at Fifty-sixth street, New York, on each one of which statistics concerning various players have been entered. With each card there are placed a few photographs of the person in question, one of which shows a straight pose, the others exhibiting the party of the first part under the influence of make-up, as it were.

This was the first discovery made in the search for the system which has behind it the whole industry of motion picture producers to choose almost infallibly the correct type of player to fit any given role. If the producer supply happened to have made fortunate choices for one picture, one would be apt to regard it as a mere stroke of good fortune, but where such an organization as the Famous Players maintains the same standard for years, though there may be five or six individual companies headed by the various stars all operating at the same time, it becomes apparent that it is a distinct system behind it all.

In the case of this particular concern the responsibility for "sizing the actor to the lead" belongs to Hugh Ford, director general in the cast of Paramount, Aircraft pictures, and Albert E. Davies, casting director at the studio.

"First of all, please emphasize the fact that there are over six thousand of those filled-out cards in my file," said the casting director. "I would like to have that information embazoned in letters two feet high across the front of the studio. It might save me many a painful interview with men and women, ranging in age from nine to nine, who see in their own mirrors the faces that all the world is longing to see."

"I would like to throttle the men who advertise that they can make movie stars out of grocery clerks and that it is only a matter of a few days of study on the mere details of endeavoring before the screen—and then the student is ready to cause Mary Pickford, Marguerite Clark, Pauline Frederick and a host of other stars to tremble in their respective shoes. The worst of it is that thousands of weak-minded people believe this sort of thing."

"For the first and last time of mine, I do not believe that it represents more than a tenth of the people who have applied within the last two years. We never bother to make out a card for anyone who does not appeal to us as possessing some unusual talent. The vast majority of those who apply to us have nothing but colossal egotism behind their claims to consideration."

"In addition to the card file, we also have a complete set of still pictures for every photoplay that has ever been produced by us, together with a cast of characters. When we want a particular type of character, we refer to the pictures and engage the person who played a similar character or one who showed exceptional character ability in some previous production. By means of the cards and the pictures we review ourselves of the necessity of depending upon the memory of individuals when it comes to picking the proper persons for any given cast."

"I imagine that many players would be very grieved if they were to see the 'type' which is marked opposite their particular names. For instance, such

Rehearsals Often

Far Too Strenuous

There are certain rehearsals that are physically unwelcome to screen performers. For instance, no one would expect a screen star to rehearse a scene that required him to enter a blazing structure. Pat O'Malley comes forward with a pliant that his director insists too strongly an rehearsing scenes in his eternal striving for perfection.

The comment issued from O'Malley, following the "shooting" of the episode in which he was buried alive by the orders of the studio:

"They were shoveling earth over me," explains O'Malley, "when I had to sneeze. I opened my mouth and—ugh! I swallowed a mouthful of dirt. That ended my acting for the day. And the second time we rehearsed the scene I was almost smothered to death in reality. I'm sure the first time would have been sufficient for burying alive is, after all, a 'once-only' process. I don't think that I could live through it again, anyway."

A row of electric heaters was ranged along all sides of the "set." Altogether they numbered more than twenty. They

The Wonderful Stories of OZ

By L. Frank Baum

(Continued From Preceding Page)

are welcome to travel in our company."

The Woggle-Bug bowed with profound grace.

"It will give me great pleasure."

said he, "to accept your kind invitation; for nowhere in the Land of Oz could I hope to meet with so congenial a company."

"That is true," acknowledged the Pumpkinhead. "We are quite as congenial as flies and honey."

"But—pardon me if I seem insatiable—are you not all rather—ahem!—rather unusual?" asked the Woggle-Bug, looking from one to another with unconcealed interest.

"Not more so than yourself," answered the Scarecrow. "Everything in life is unusual until you get accustomed to it."

"What rare philosophy!" exclaimed the Woggle-Bug, admiringly.

"Yes; my brains are working well again," admitted the Scarecrow, an accent of pride in his voice.

Then, you are sufficiently rested and refreshed to us bend our steps toward the Emerald City," suggested the magnified friend.

"We can't," said the Saw-Horse. "We have broken a leg, so he can't bend his steps. And there is no wood around to make him a new limb from. And we can't leave the horse because the Pumpkinhead is

"The smiles that are getting us the money are the smiles that we smile at you!" That's how a big movie star would finish a certain popular song—and here are four smiles that spell about two million dollars. Notice the expensive and expansive grin on "Fatty Arbuckle," fingerling his \$500,000 contract, and the smile of Fannie Ward that is worth an enormous salary. Bryant Washburn's smile is also cheerful and highly paid. The man in the soft collar is Thomas Ince—he's smiling, too, because he's just made a half million.



Pauline Cold, But Not for Very Long Time

Pauline Frederick, wife of Willard Mack, former Oakland playwright, is an exotic. Her personality would indicate as much. Her preferences and prejudices confirm this. She cannot bear discord or inharmony in her environment. She is a delicately wrought woman despite the vigor of her acting. The fact that she infuses an excess of feeling into everything she does leaves little epithets as "turgid," "dope-faced," "barbered" or "wharf-rat" would hardly be conducive to a gentleman's self-esteem. But, they are there in many cases and when we are collecting a mob for some such scene as that which is now being done with Louise Huff in "Destry's Tox," which shows the inside of a gang rendezvous, we go through the list and call upon those whose cards bear those distinctly uncomplimentary characteristics.

"When each new script is accepted and assigned to a director and star, the next problem is to gather the cast for the other parts which are called for. Of course, the principal parts are more easily filled for there is generally some striking personality or some especially well known player who instantly springs to mind as one reads the script. Having gone over the script and conferred with the director as to the advisability of engaging these players, it is then a matter of consulting the files and the still pictures and of choosing the lesser characters from among them.

"Of course, there are times when a specialist is required for some parts and then we must have to go outside of the regular system which we called for. Of course, the principal parts are more easily filled for there is generally some striking personality or some especially well known player who instantly springs to mind as one reads the script. Having gone over the script and conferred with the director as to the advisability of engaging these players, it is then a matter of consulting the files and the still pictures and of choosing the lesser characters from among them.

"On my wall you will find a chart covering the daily schedule of every company which is at work telling just where they are, what they are going to do, and who is included in the company. That is all part of the intricate system which collects our players and then, having gathered them together, determine where they are and what they are doing."

"I would like to throttle the men who advertise that they can make movie stars out of grocery clerks and that it is only a matter of a few days of study on the mere details of endeavoring before the screen—and then the student is ready to cause Mary Pickford, Marguerite Clark, Pauline Frederick and a host of other stars to tremble in their respective shoes. The worst of it is that thousands of weak-minded people believe this sort of thing."

"For the first and last time of mine, I do not believe that it represents more than a tenth of the people who have applied within the last two years. We never bother to make out a card for anyone who does not appeal to us as possessing some unusual talent. The vast majority of those who apply to us have nothing but colossal egotism behind their claims to consideration."

"In addition to the card file, we also have a complete set of still pictures for every photoplay that has ever been produced by us, together with a cast of characters. When we want a particular type of character, we refer to the pictures and engage the person who played a similar character or one who showed exceptional character ability in some previous production. By means of the cards and the pictures we review ourselves of the necessity of depending upon the memory of individuals when it comes to picking the proper persons for any given cast."

"I imagine that many players would be very grieved if they were to see the 'type' which is marked opposite their particular names. For instance, such

Pauline Cold, But Not for Very Long Time

Pauline Frederick, wife of Willard Mack, former Oakland playwright, is an exotic. Her personality would indicate as much. Her preferences and prejudices confirm this. She cannot bear discord or inharmony in her environment. She is a delicately wrought woman despite the vigor of her acting. The fact that she infuses an excess of feeling into everything she does leaves little epithets as "turgid," "dope-faced," "barbered" or "wharf-rat" would hardly be conducive to a gentleman's self-esteem. But, they are there in many cases and when we are collecting a mob for some such scene as that which is now being done with Louise Huff in "Destry's Tox," which shows the inside of a gang rendezvous, we go through the list and call upon those whose cards bear those distinctly uncomplimentary characteristics.

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Men and Women as Scenarists

The battle of the sexes has been taken into the authorial realm of the film studio. The feminine scenarist declares her day is come and a "place in the sun" is due every writer-member of her sex. While the stern brethren rise to remark that scenario composition is not a safe place in which to turn the innocent female of the species loose—not safe for her nor for the photoplay!

Is it so? Does the man really make the better screen author? Or is it the story of literary development all over again and will this be the literature of the day and of other days?

Hope Loring, one of the best known scenarists of the photoplay colony in Los Angeles and author of "The Lure of the Circus," the Eddie Polo serial, and "The Cabaret Girl," has turned her pen on the subject in "A Brief for the Feminine Scenarist," while Harvey Gates, who wrote "The Wildcat of Paris," "Hell Morgan's Girl," and many other successful photoplays and who is, by the way, a studio-compositor of Miss Loring, at the Universal, has accepted the challenge. The following articles, representative of the attitude of sex, speak for themselves:

A Brief for the Feminine Scenarist

BY HARVEY GATES

Who is responsible for the poorer grade of photoplays? Surely not the women—they haven't been enough of them to do much harm and the greatest cinematic productions of the age have been attributed to women, such as Janie McPherson, June Marlowe, and others. Women have a sympathy for the beautiful and an eye for the subtle that is denied to most men. They have greater natural facility in expression, too, and their fertile imaginations are always alive with ideas.

Detail escapes man—and I am referring, of course, to the writer man. He paints his dramatic picture with a broad brush and lays his colors on thickly. He builds his plays on a situation and leaves his creation to stand or fall on that scene, motif, or episode. His problem play is a thin or crude conception and blunt wordmanship. Women lacking the moods and shades of character, the sense of emotion and the play of psychological undercutting that are the essence of the proposition to the woman.

The masculine author mistakes roughness for virility, crudity and bluntness for "punch." His stuff is usually full of himself instead of dealing exclusively with the creatures of his imagination. He puts bombast in his work.

In short, the male author lacks real masculinity in style and yet has none of the characteristic feminine qualities of feeling, observation, intuition and expression.

Irene Castle Once More in the Films

Another announcement of the most important character has just been made by Jessie L. Lasky of the Famous Players-Lasky Corporation to the effect that Irene Castle, beautiful and talented dancer and film star, widow of the late Captain Vernon Castle, has been signed by the organization and will appear in an elaborate screen version of Herbert W. Chambers' notable novel of society life in New York and Palm Beach, "The Firing Line," which is now in existence.

Irene Castle returned recently from England, where for many months she had been engaged in war work at the various hospitals, while in Europe she appeared before the king and queen of England and also gave a performance at the great welcome entertainment given in honor of General Joffre.

"Flimsy! Me flimsy!" cried Jack, in a rage. "How dare you call me flimsy?"

(Copyright, 1919.)

(Next week—"Old Mombi Indulges in Witchcraft," in which Old Mombi, the witch, again tries to keep the little band from reaching the gates of the Emerald City. Does she succeed? Or do the travelers get to the gates in spite of her witchcraft? Read next week's thrilling chapter.)

nothing to do with the war, but is a strikingly realistic tale of the social circles of the Eastern metropolis and Florida resort. It was first published in the Saturday Evening Post, eleven years ago, and later in book form, where it achieved tremendous popularity, out-selling probably any of the famous author's previous works. It is still one of the most widely read novels in existence.

The picture will be screened in the actual locations described in the story and a superb supporting cast will be chosen for the beautiful star, who has been with Justice called the most beau-

tifully gowned woman in the world.

Education Essential to Film Success

"For those who scoff and say there is no culture among the players of the studios, there is but one answer," says J. P. McGuire, the serial producer.

"There is hardly a photoplay star of any prominence in the world today who is not well educated, not to say brilliantly so. Many of them are possessed of college degrees."

"Consider the case of Alfred Allen, a member of my serial company. Allen was Morgan in 'Hell Morgan's Girl,' and many other successes."

"Allen, who is now appearing in 'The Red Glove,' Marie Walcamp's new serial vehicle under my direction, has three university degrees—from Harvard, Johns Hopkins and Columbia."

"He is an inventor of note and well known as an engineer. Many of his articles on scientific subjects have been published in the Scientific American. He is noted even in the Los Angeles actors' colony for his scholarly distinction, his knowledge of the world and men and books."

"His presence contributes to the photoplay in which he appears an atmosphere of learning and of culture. And—he is really typical. No player who is not well educated, either as a product of college or through his own efforts, can rise to any prominence in the domain of the cinema."

"Alfred Allen, who is seen as 'Gentleman Geoff' in the early episodes of Marie Walcamp's serial, 'The Red Glove,' is not only a talented actor and director, but is an author of parts. Of such caliber is his literary work that his name is on the honor roll in 'Who's Who in America.' Allen ran away from school at the age of 17 years to play with Booth and left a long stage career, which has carried him all over the world, for the pictures four years ago."

The second episode of Jim Corbett's big serial "The Mountain Man" is under way at Universal City under James W. Horne's direction. Horne also wrote the story, the scenario of which was prepared by Harvey Gates. Kathleen O'Connor is playing opposite Corbett.

HOW THE SCENARIOS ARE WRITTEN

By HOPE LORING.

What are scenarios? How are they written? Who writes them?

The general public knows little or nothing about these matters, yet they are the initial causes of all photoplays.

In the first place, a scenario is the working script of detailed description of the dramatic plots used in the construction of cinema-drama.

Secondly: Everybody writes scenarios.

Most photoplay companies, however, maintain a staff of trained scenario writers whose business it is to conceive plots, submit them for consideration, and if they are acceptable, to write them in "continuity" form.

"Continuity," as the script is termed in the studios, is the detailed description of every scene in a film-drama—the action of the players, and the speeches that serve to explain further all the scenes. Universal City has a staff of more than twenty experts who are continually busy writing plots, building continuity, reconstructing stories plotted from outsiders, and, in general, making acceptable plots out of impossible dreams.

Personally, when I am looking for a story, I generally cruise along some street, or stand round the studios at Universal and watch people doing things that they shouldn't do.

I catch some peculiar little incident and it suggests a story to me. For instance, while in New York a short time ago, I saw a very well dressed woman stop in front of a blind beggar and drop a coin into his cup. Then she looked into the tin, put her hand, took out the coin, and gave him another from her purse.

I walked up to the beggar and asked him what the woman had done.

ARTISTS AND ART EXHIBITS

By LAURA BRIDE POWERS

Oakland Municipal Art Gallery, Municipal Auditorium. Open from 1 to 5. Worth Ryder director. Ralph Holmes' exhibition of sketches and paintings of the Atascadero country and Atascadero beach. Ninety canvases of the part of California that lies south of Paso Robles, off to the sea. Decorative panels designed for Duquesne Club, Pittsburgh. Exhibition extended.

Coming—Exhibition of Maynard Dixon's water-colors.

William Pendulow Henderson's exhibition of paintings of the South.

Permanent exhibition, including the Porter collection of pictures that have made of international interest, examples of Duvivier (loan by A. S. Macdonald), William Keith, gift of Dr. Thomas H. Winslow, William Maus (self-portrait), Twachtman, Martha Walter, Leopold, Robinson, Blaebach (loan), Charles J. Dickson, Xavier Martinez, Goddard Gale (gift of the late Dr. A. S. Kelly), William Parkhurst, Zaroubin, Reynolds, Gifford Beal, "Reflections" presented by Frank Edoff.

Collection of etchings, including work of Auerbach, Leyendecker, George Bellows, Pennell, Henry Wolf, Max Klinger, Rodin, the Armingtons, and a number of California painters who find relaxation in working at the parks.

Palace of Fine Arts, open from 10 to 5 p. m. J. Nilsen Laurik, director.

Exhibition of contemporary California artists. Memorial exhibition of Toby Rosenthal.

Exhibition of drawings for mural decorations by Theodore Durand.

Permanent exhibition of Greek casts, gift of Greece to the San Francisco Art Association, north gallery.

Phoebe A. Horst's loan exhibition, including paintings, miniatures, etchings, engravings, tapestries, rugs, furniture, objets d'art and textiles.

Among the paintings are examples of Corot, Millet, Rousseau, Troyon, Harpignies of the Barbizon group, Dutilleux, Fromentin, Isabey, Lancret, Leopold, Carré Mar, Van Loo, Monet and Verschaeven.

Among the etchings and engravings are examples of Rembrandt, Durer, Mervyn, Hogarth, Holbein, Leyden, Carl Marr, Salvador Rosa, Guido, Reni, Rubens, Whistler and Henry Wolf.

North galleries, examples of Floty, Jerome, Constant, Schreyer, Jules Pagni and many leading Americans, including Louis Carleton, William Keith and Arthur Matthews.

Hungarian collection of paintings and drawings, south galleries, including For and Berenyi, ultra-moderns.

Axel Gallieu - Kallala, Finnish painter. Retrospective exhibition, south galleries.

Exhibition of pastels, water-colors and lithographs of Henry Raleigh of New York, formerly of San Francisco, Tolerton Print Rooms, 510 Sutter street, near Powell.

Exhibition of Clark Hobart at Dolgesen's, showing stirring portraits and landscapes. 315 Sutter St.

Holmes Exhibition Sings On Its Way

Ralph Holmes, the Eastern painter, who has spent two prolific years in Atascadero and about the beach that is its sunset boundary, is offering to art-lovers and lovers of California—the terms are almost synonymous—a synthetic expression of the Land of Golden Sunshine through his exhibition of sketches and paintings at the Oakland Art Gallery.

In Oakland there dwells a sour soul, let it or him or her to the little school of sunshine and blue sky that expresses the spirit of California in lyrics of pigment.

Why is it that few native Californians see and feel the glory of the Andalusian sky that stretches above us? Is it because they are so steeped in its beauty that they cease to react to it? For true it is that few local men have caught the limpid, singing blues as has the Atascadero painter. Is it because he lives where the sky is always blue—where the grey fogs never unfurl?

Whatever the stimulus, the eastern painter who has become a convincing Californiac, has translated for man-in-the-street and the initiated what the heart of California holds for the receptive.

Take the charming little canvas, "Farms and Beach." Here Mr. Holmes has given us a translation in a poetic vernacular of a bit of green farm that is but dips its feet in the blue sea. Who wouldn't farm on a farm like that?

Then there's "Ploughed for Orchard," a delightful little composition delicious in design, color and quality.

After a quiet half-hour among the "singing blues," then comes the conviction that Mr. Holmes is first of all a mural painter. Take the little panel, "Last Glow," a green and grey composition of hills rising above a stretch of water. Infinite is the distance that lies behind those shadowy hills—so soothing and restful to a tired soul. That unostentatious little canvas is a gem.

The more adequately represent the Atascadero painter, Italy, sunny Italy, so like the California of Holmes' themes, furnishes the content of the murals—lovely Italian gardens, and formal arrangements. They are most happily treated—they ARE Italy in feeling, and in color.

And through the co-ordination of the spirit of the Latin country and California, the murals fit into our consciousness as things wholly our own. They could have been painted anywhere along the coast of California, where the Spanish padres planted their splendid gardens, had the devastators of the secularization period relented of their

brutal mission. Particularly Californian are the yellow blossoms that are in the foreground.

Again, if there be a soul abroad that loves life in spite of its blows, send him, or better, take him, around to the Gallery-by-the-Lake. A half-hour under the blue skies will straighten him out.

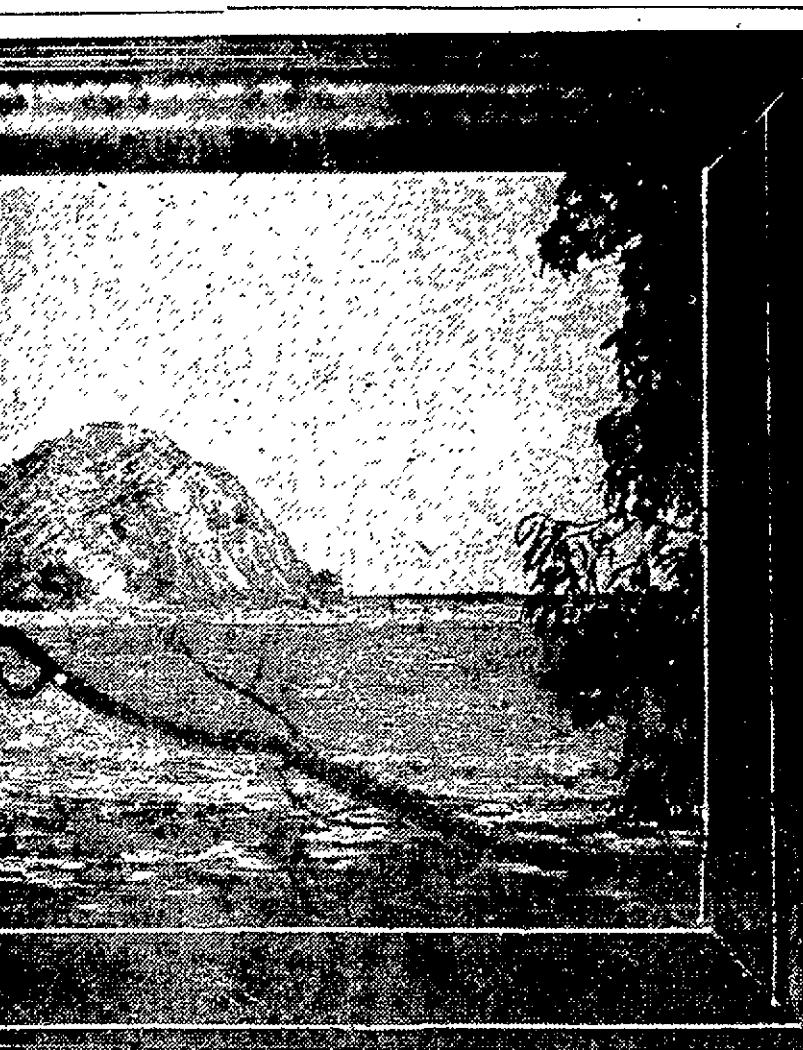
Maynard Dixon Opens Stunning Show

How quaint Oakland is today!

Over in the Gallery by the Lake, Maynard Dixon, the California painter who knows his Southwest as a mother knows her babe, is offering the best exhibition with which he has ever regaled his fellows.

His recent water-color show at Heckscher's was notable, as much because it marked a definite phase of the painter's growth, as because of its rich content.

But the Oakland exhibition combines with his watercolor things the



best of his late oil paintings, and the combination is a joy.

So convincing is the show that two watercolors were gold-starred before the exhibition was two hours on the walls—one an Indian and his pony silhouette against a cloudless sky, the other a canyon that had just about outrun an arroyo, deep blue and deep red as the shadows of late afternoon paint the Arizona country. Lucky eastern man, carrying away to your city home a thousand miles of open country where the winds blow tree over the mesas.

Dominating the exhibition is a canvas in oils that is characteristic of the painter's vision: a group of shadow figures riding against an amber streak of sky. Ghostlike the horsemen ride to the east, a luminous heaven of yellow and blue above them. A heroic figure of a nomad of the plains mounted on his pony holds the foreground, a stunning bit of color-play against the red-brown mesa. Luminous, terse,

lucid, convincing, this canvas alone makes the exhibition noteworthy.

Then there's the little thing to its left—"The Blue Hill," a water color that carries the punch of an oil, plus the spontaneity of the lighter medium. The sun has set, and the shadows have painted the hills a deep blue that vibrates—a purplish blue that nowhere in the world except in the Southwest works such miracles.

Right here let me add a word about the setting for the pictures that show such a preponderance of blue and yellow. Worth Ryder, director of the Art Gallery, with the somewhat timid formalism that has blossomed under the warmth of encouragement into one of the leading portrait painters in Philadelphia, where to be a successful portrait painter means something. At least Philadelphians think it does, and most of us amably agree.

And so it has happened that our fellow-townsman has painted a dozen or more important men and women in the city that holds the Pennsylvania Academy of the Fine Arts in its heart. And in the current exhibition—it terminates on the thirtieth—Mr. Partington holds a place of honor in the portrait of Edward T. Stotesbury, Esq., who, as everybody knows who knows his Atlantic coast country, is one of the most impressive financial and social figures in the country. Mr. Stotesbury is one of the directors of the Pennsylvania Academy, and one of the towers of strength that gives the academy its stability. To have so distinguished a sitter is something.

"Painting and the graphic arts are not apt to absorb a disproportionate amount of attention, because they can be made sensational in a variety of ways. But plastic art, dealing directly with form itself instead of with the mere illusory semblance and shadow of form, has some truths to tell in its own objective way."

"Gaston Lachaise, Hunt Diederich, Cecil B. Howard, Stirling Calder and Florence G. Lucius are the leading spirits here assembled—a group perhaps irreconcilable by ordinary academic classification, yet unified in that they have in common that impulse of original creation relatively untrammeled by tradition and past performances" which is characteristic of their country at present. It is in this sense that Mr. Bourgeois calls it an "exhibition of American sculpture."

"Examined in detail, some of the works offered appear highly exotic, others abstract and subjective, still others universal in their simplicity. Cecil Howard's sinuous, ebony, barbaric figure, 'The Ethiopian,' represents a refinement of savage grace. Hunt Diederich's attenuated, muscular animals and men—or both intertwined, as in the 'Polo Players,'—have an interesting touch of the unusual. This artist's chef-d'œuvre, 'El Majo,' a Spanish horseman immobile, superb—a thing of style, distinction, raciality."

NOTES OF THE

By Roy Harrison Danforth

MUSICAL WORLD

Another Metropolitan Star Coming

Mme. Frances Alda, the Metropolitan's great soprano, who is now under the same concert management as Galli-Curci and John McCormack, will sing at the Oakland Auditorium Theater on Tuesday evening, March 25. Her glorious voice and diction, which is remarkably clear and distinct, insure a rare treat for those who attend her recitals, of which there will also be two in San Francisco at the Columbia Theater, on March 23 and 30, and at Stanford University on the evening of March 27.

Mme. Alda's record of successes with the Metropolitan opera company proves the range of her capacities in roles of a variant character and she is one of the very few singers of first rank who are equally at home on the operatic stage and the concert stage. Mme. Alda also has the distinction of being one of the most beautiful as well as one of the most beautifully gowned women on the concert stage today. She will be accompanied by Miss Erin Ballard at the piano, and has prepared the following program for her Oakland appearance:

"Poul奴".....MacDowell
Miss Erin Ballard.

(a) "Amarilli".....Caccini
(b) "Tu es quasi Berger".....Ristori

(c) "My Lovely Child".....Munro

(d) "The Lass With the Delicate Air".....Dr. Anne

(e) "Jap Lefse" (Swedish).....Mussens

.....Merikanto.

(b) "Kehitolaatu" (Finnish).....Järnefelt

(c) "Somewhere in Prince" (written ten and dedicated to Mme. Alda).....Hartmann

(d) "Chanson Norvegienne".....Foundra

(e) "Gayotte" from "Mignon".....Mussens

.....Mme. Alda.

.....Graciano's "Fantastique".....Padurekwa

.....Miss Erin Ballard.

"Visit D'Arce, Vissi D'Armore".....Puccini

Mme. Alda.

Group of popular songs—

(a) "The Birth of Man".....Leonid

(b) "The Star".....Rogers

(c) "The Singer" (written for and dedicated to Mme. Alda).....Elst Maxwell

(d) "A Khaki Lad".....Avlyard

(e) "An Open Secret".....Woolman

.....Mme. Alda.

Although she is not yet fifteen years old, Magdelaine Beard, who made her New York debut of late, won the highest prize awarded at the Paris Conservatoire. Just before sailing for this country she won another prize that she also values highly. General Winfield Scott, U. S. A., who was stationed at Bordeaux when she played there for the Red Cross, was so delighted with her performance that he removed one of the two stars from his shoulder and decorated her with it.

George Hamlin, the American tenor, and now被誉为 with pride a private recital that he gave for Mr. Roosevelt during the latter's last term at the White House. A splendid autographed photograph of the dead leader, recording the event, stands in Mr. Hamlin's studio at Lake Placid.

He is Charles Flackett, the new American tenor of the Metropolitan, had his preference in operatic roles, so he stated in an interview, he would appear as Cavatossi in "Tosca," Coloratura tenor roles like the one in "The Barber of Seville," in which he made his New York debut, he took up originally merely as "a sort of joke."

Walter Anderson, the well-known concert manager, tells the following: At the concert of a woman's club the president, who is somewhat given to Malapropism verbiage, asked the audience to "rise en masse and join in singing the National emblem."

Organist Is For New Movement

"Community music must start on a level with the people if it is to be of any value."

This is the belief of Clarence Reynolds, organist, who has presided at the consoles of several of the good organs of the country, and who is now to play at the T. & D. theater.

"I have never found," he continued, "that there was difficulty in getting the public out to organ recitals that possessed any merit at all, so long as the sort of music offered them did not suggest to them to be finished musicians.

Playing music of the severely classical sort means attracting only persons who understand that sort of music. But

there is so much other music that is good without being frivolous, so much

that is of genuine value and educational worth without being commonplace or tame, that selecting programs that will interest and improve is not difficult.

The opportunity to interest a large number of people of all classes, musically speaking, is one that no musician ought to miss. It is one that I have particularly welcomed in assuming the Oakland post. My place is strategic; I am enabled to reach audiences of the largest local dimensions with the sort of music that will do them as much good to hear as me to play."

Mr. Reynolds' experience has been wide in publishing music of a broad community interest. In the People's Temple at Philadelphia he gave some 100 consecutive recitals before audiences that time and again crowded that structure. At Ocean Grove his summer session recitals were always largely attended. More recently at the great civic organ at Denver he has had audiences as extensive in numbers as 15,000. His own training has been all-American, his finishing work being taken at Temple University.

Under the leadership of Alexander Sashayev, whose name is known to one of every family in the bay, with his "School of Music" for children, he has organized a school of music for adults, and has conducted a class of 150 students.

Thus will be the ninth occasion on which the Berkeley Oratorio Society has produced the Rossini work on Good Friday at Berkeley. It has come to be a musical event of the first importance about the bay, and continues more and more each year to attract national attention. This year Steinendorff is determined, the magnitude of the work from the standpoint of musical ability, to be greater than ever before, and to carry out this idea he is making all effort to secure the best known singers available for the four leading parts.

The chorus for the oratorio is already rehearsing, and while as large a number of singers as Steinendorff planned has been secured, he declared yesterday that room could be found for any other singer who might care to participate.

Preparations for the later oratorio

which Steinendorff is planning, Mendelssohn's "Elijah" to be given in May, are well along, and more definite announcements concerning it is expected soon to be made.

A portrait of Frieda Hempel, done by the distinguished Hungarian artist, Louis Marx, is creating much comment in art circles. The full-length picture of the singer is life size. The tone of the canvas is gray, with a touch of green in the girle of the simple white satin gown, and a glint of red in the golden hair. Mr. Marx gave a private view of the portrait at his studio.

Caruso has for twenty-five years

been celebrating his birthday on the 25th of February, and all his pass-

ports read accordingly, but some time ago he discovered that the real date of his birth, as recorded in his

native Naples, is February 26, 1873.

When he went to the United States in

1898 he was given a false birth-

date, and he has been using it ever since.

He is now 85 years old, and he

has been singing in America for

over 50 years.

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Louis Graveure's Art Is Finished

BOOK REVIEWS AND LITERARY NOTES

BINDLOSS

Consistent Harold Bindloss Repeats Successes With "The Buccaneer Farmer," His Latest Novel.

If consistency really be the jewel it has been acclaimed, then Harold Bindloss must have a veritable casket of said jewels for he is consistent to the nth degree when it comes to turning out stories that continue their appeal to thousands of old readers and make new Bindloss devotees of those who have chanced upon an introduction into the circle. Bindloss does not resort to the subtle note to the sex appeal for his drawing power, but contents himself with telling a fine, upstanding tale of adventurous men and women who win to fortune and love through the conquest of nature in rugged moods and in confounding the one who would throw gravel in the bearings.

It has become so that a new book by Bindloss is warmly greeted, for while it is like greeting an old friend, in a way, there is certain to be new characters and new manner of bringing a quickening of the blood and a tendency to hold the breath. Bindloss besides writing of the sort of men and women that most of the world knows earns blessings by not making them transcend the improbable either in thought or deed. More briefly, they are human beings with greater opportunity for excitement than falls to the lot of most.

In his latest story, "The Buccaneer Farmer," Bindloss has left the Canadian northwest and transplanted himself into Northern England, where nature is more harsh than heroic as an enemy, and where the men and women use patience and resignation for the most part instead of rebellion. At the time the story opens he who becomes the buccaneer farmer is a young man just returned from an agriculture school to the farm that is owned by his father and by their grand parents before them. Kit Askew's father, Peter, is one of the few farmers owning their own land in a country where most of the holdings are estates and the worker a tenant.

Adjoining the Askew place, called Ashness, is Tarnside Hall, owned by the father of Grace Osborn. Osborn is reckless in his habits and the estate is greatly involved, partly through the machinations of an agent. Young Askew, shortly after he meets for the first time the daughter of Tarnside Hall, comes into the bad graces of her father by reason of having organized into rebellion at their treatment by one who has valuable concessions on the estate most of the tenant farmers.

There is some fine description of life in the north countryside and of the people who make their homes there. Kit falls in love with Grace, but feeling that he never would be accepted, takes advantage of an invitation from an uncle in America to go there. From the United States Kit is whirled into the thick of a revolution in Central America, for he finds that his uncle is a man of adventure and action, and always has been since leaving Ashness long before Kit was born.

Kit and his uncle fail to be on the winning side in the revolution, but the uncle pays a debt and dies. Kit collects what he may from the wreck of their fortunes and returns to his home, word having come to him in Central America that his father has died. It is after his return that there confronts Kit the crucial test of his career. It is a combat against caste more than against individual, but circumstances arise that make it possible to prove family not always the sure guarantee of nobility and Kit wins his battle.

"The Buccaneer Farmer," by Harold Bindloss; New York, Frederick A. Stokes Company. \$1.50 net.)

SOLDIERS EAGER READERS OF BOOKS

Now that the American armies are being demobilized, the American Librarians' Association is considering what shall be done with the 3,500,000 books in the soldiers and sailors' libraries here and overseas. Various proposals have been under consideration, but the one which is getting the most support, it is said, is to give the books to towns of the Southern states which have no libraries. The advocates of this proposal point out that the Northern cities and most of the Western cities are already well equipped with libraries, while this is not true of many towns of the South.

When the armistice was signed in November the American Library Association had a total of 2407 libraries and branches in operation in the United States and in France. Of these, forty-three were full-sized libraries in buildings of their own in the cantonments and large military reservations in the United States, with about 35,000 books in each; 143 were in hospitals; 315 were smaller libraries in the smaller camps, and 406 were branches at naval stations or on ships. The association had a personnel of 243 librarians serving in the large libraries or in the largest of the branches. These books, it is said, should provide ten libraries of 150,000 books for large towns and fifty libraries of 40,000 books each for the smaller places.

The librarians in the camps, who are in daily touch with the men, say that the library is going to play a large part in the life of every community henceforth. The advantages a library offers are now better known than ever before, they add, and they feel sure that the men who have served in the army and in the navy will not forget the library when they return to civil life. Thousands of men who never did any reading, they say, found books necessary while in the serv-

DR. MAURICE FRANCIS EGAN, author of "Ten Years Near the German Frontier."



RED COW

Animals in Barnyard Are Seen in Humorous and Amazing Light by Kindly Canadian Philosopher

Peter McArthur has won for himself a peculiar and enviable position in Canadian letters. He has become a sort of first cousin to the farmer, a friend and guide of the city man who yearns for farm life and a gentle philosopher whose writings delight the lover of pastoral themes. There have been those who have compared him to the very great and who say that he represents the best in letters that Canada has produced. Certain he is entitled to serious consideration as an accomplished writer of literary attainment.

"The Red Cow and Her Friends" is the sort of book one would expect of the writer of "In Pastures Green." It relates in a humorous and a serious vein the simple charms of rural life. In it one is introduced with graceful formality to the turkey gobble, for instance, and is allowed to share some of the intimate details of his fascinating existence. Of pigs, horses, cows, dogs, cats, birds and other animals, McArthur writes. One would say that he has spent years studying these farm friends and that to him what is often regarded as necessary evil of the farm is filled with charm and festa for a Bolshevik holiday.

Out of this love of animal life and this intimate knowledge of animal habit and behavior McArthur has written a book that has a strong and compelling interest. If some paragraphs provoke a suspicion of "nature faking," he is ready with the proofs to refute the charge.

Eyes used to regarding pigs as pigs will be opened when they read of the capabilities of these same barnyard animals, and the stories and romances of the cow and the horse and the turkey will afford a sense of amazement. It is only lately that we have learned of the life-habits of the insects and bugs and that a man spent a lifetime watching them profitably to a service to humanity.

McArthur watches the flock on the farm with a kindly eye and he writes that the subject must be treated wisely to be interesting. He has produced a book that is more enjoyable than fiction. It will put new interest in life for many a farmer and should make the barnyard lose its commonplace aspects. There is no end to what a man may see if

his heart is behind his eyes.

"The Red Cow," by Peter McArthur; New York, John Lane Company, \$1.50.

MOUNT DIABLO

(Written From the North Peak)

"I will lift up mine eyes unto the hills, from whence cometh my strength." Psalm cxli. I.

In mountain fastnesses I find, The balm that heals the troubled mind.

Upwards I climb the massive rock, That crowns Diablo's rugged top, Up and up, till o'er the crest I see, A glorious view, that lifts and gladdens me.

Below my feet, and spreading far, there lies,

A sea of radiant fog, The white and silent prairies of the skies.

From snowy base, the great South Peak breaks through

Into the sunlight, and pierces the blue,

Away towards the Gate, Mount Tamalpais stands guard,

And further north, Helena crouches in the fog.

How all things pass and change their form!

The rocks are crumbling into dust with heat and storm.

The soil in Clayton's vale, where smiles the luscious grape or golden hay,

Is but the solid seeming rock of yesterday.

This fleecy garment that I wear,

Like all things seen, will change and pass away.

Unto the earth it will return, To reappear perchance in after years.

And thus within the temple of the Lord,

I sat and mused and, His great works adored.

Below these scenes of grandeur, Beneath this great white veil, There roared the mighty cities near the main.

Amidst the crash and clangor of the noisy streets, Like busy ants upon their hills, The countless thousands meet;

WILLIAM J. LOCKE.

One evening a couple of months after I had finished "The Red Planet" I was tearing my hair and saying that this time I really had come to the end of things and would never again have the ghost of an idea for another book, when my wife, who was sitting on the divan in the drawing room playing unconcernedly with our little Pekinese—she had heard this cry of wolf so many times before—addressed the little beast (*I love him dearly, by the way*) in the inaudible tone of which we both are guilty: "Why doesn't he write a nice book about you, darling?" Whereupon I clapped my hand to my forehead and cried: "I will, I'll write a story about a man brought up like that damn dog and pitched into the war!" And I went straight into my study and set to work on the scheme. It may also be of interest to know that the central episode of the rescuing of Jeanne's fortune from the well in No Man's Land is an incident that actually happened in practically every detail. It was told me, long before I thought of "Doggit," by the intelligence officer who went to the billet to get confirmation of the apparent looter and deserter's extraordinary story. The only difference was that the real original Tommy wasn't wounded.

HARTLEY BURR ALEXANDER.

Hartley Burr Alexander, the recently elected president of the American Philosophical Association, is the author of "Liberty and Democracy," published by the Marshall Jones Company of Boston.

RUSSIA

"Pioneers of the Russian Revolution" is Story of Sacrifice and Martyrdom of Men and Women.

Is there any man more abused than the pioneer of a revolution? In Russia today Lenin is quoted as saying that he did not drive Boreshkovskaya out of her land because there was no need of it. "She is no more than an old picture," was his contemptuous remark of the "Little Grandmother of the Revolution." And so it has always been when the younger and more rash elements have found themselves, over night, in power. Those who, have struggled in the dark and against greater odds are cried out as the "fugitives" and the "conservatives" and their ideals and their sacrifices are but tests for a Bolshevik holiday.

Dr. Angelo S. Rapport, a revolutionist in the sense of being a man opposed to the old order in Russia, has written of the "Pioneers of the Russian Revolution," a volume invaluable to the reader who would learn of the men and the events which preceded and caused the overthrow of the czars. He traces the history of the revolutionary movement during the last fifty years and gives a brief sketch of the leading rulers and leading opponents to rulers. These are stories of men who fought tyranny in the face of certain death or exile, of victims of oppression who dared raise their voices, and of martyrs in the Siberian mines or in the fortresses of Peter and Paul.

It may be said that this book will afford a better insight to the aims and desires of the great mass of the Russian people. It throws light and makes human men who have been, to many, mere names, and places in Russia's tragic history the figures who have worked for better days.

A chapter showing the difference between the Russian revolution and the one in France is a notable one, in that it explodes the many times repeated comparisons made by the uninformed. The book is a human document, real, terrible, and inspiring.

("Pioneers of the Russian Revolution," by Dr. Angelo S. Rapport; New York, Brentano's, \$2.25.)

"YASHKA"

Maria Botchkareva Writes Story of Her Life as a Peasant and Exile; a Narrative of Bravery Against Odds.

Of the many epics that projected themselves from the great epic of the war there is none that bulked larger for a space in the thoughts of the world than that rather intangible epic of Maria Botchkareva and her Battalion of Death. Horrors not necessitated by the demands of war became tangible in the minds of persons who saw them and of those who read of them, but even among those who fought, Maria Botchkareva was more or less of a legend, as were the women who fought under her command.

And even after the woman visited California the ideas concerning her were hazy sort of ideas, and to most she was considered a woman who had carried freakishness of desire farther than had her sisters. This was only natural, for of the many accounts that had been written of her none were based on exhaustive knowledge of the woman or of the conditions that had governed her advent from a peasant no whit different apparently than millions of others struggling through the muck of Russian oppression and ignorance.

Now, however, Maria Botchkareva has told to the world the story of her life, from infancy to a few months ago when she arrived in San Francisco, virtually exiled by the Bolsheviks at the hands of whom she escaped death only by the narrowest chance. The story was told in New York to Isaac Don Levine, author of the Russian Revolution, and whatever may be the decision of the reader, there is no gainsaying that the story constituted a document that will live as one of the great annals of the war in so far as the conduct of Russia in that conflict is concerned.

As for the woman, there is certainly to be antagonistic opinions of her created by the story she has told. Some there are, no doubt, who will find close analogy between Maria Botchkareva and Joan of Arc, but it will require the romance created by time to place the Russian peasant woman on the same pedestal as that occupied by the memory of the French peasant woman. To those who recall their history of the United States the Russian may appear as a magnified Moll Pitcher, and searching the idealism that undoubtedly had been used, unconsciously maybe, by Levine, it would seem that this latter analogy is more to the truth.

No where does the story of Yashka (the term of endearment by which Maria Botchkareva was known to the soldiers with whom she fought), indicate that the woman believed that she had any mission other than to do what she could as a fighting individual to save her country from the Hun. In time, the chapter in which she tells of her determination to enlist in the army is entitled, "My Escape From Exile and Yashka." She does say, however:

"Day and night my imagination carried me to the fields of battle and my ears rang with the groans of my wounded brethren. My heart yearned to be there in the boiling caldron of war, to be baptized in its fire and scorched in its lava. The spirit of sacrifice took possession of me. My country called me. And an irresistible force within pulled me."

Many an American lad went to war impelled by the same urge.

In the introduction to the story Levine says that Maria Botchkareva is so illiterate as to make it impossible for her to write her autobiography even in the Russian language and that as she told it to him he set it down in English in shorthand. Commenting on her remarkable memory he says that it took her more than 100 hours to tell the story that he has set down and had published under the title "Yashka, My Life as Peasant Officer and Exile." The book is divided into four parts, "Married," "Exile," "Revolution," "Terror."

There is given in the two last parts much that will be enlightening on the manner in which the Russian soldier took into consideration the events that came fast upon the deposition of the Czar and those close to him. At the time Yashka was at the front, and the attitude of her peasant countrymen infuriated her. She tells how they were swayed first one way and then another by the speeches for and against continuing the war. Also there is told much heretofore unpublished concerning the fraternizing that began shortly after Bolsheviks gained ascendancy. Time and again Yashka's life was saved only by the love borne her by those with whom she had shared trench life as a common soldier and who knew her as a brave woman to whom many owed their rescue from a shell swept No Man's Land where they lay wounded. For these acts of bravery she had been decorated more than once, and when those whom she urged to renew the fighting would have stamped her to death as they did many officers, her comrades of old came to her rescue.

The book that tells of Yashka's childhood is one of sordid poverty. Born of a worthless drunken father and a patient hard-working mother the girl's earlier memories are of begging bread, suffering beatings and struggling through horrors of starvation and brutality at the hands of her father. Before she was fifteen she had been made the victim

MARIA BOTCHKAREVA, author of "Yashka."



"MYSTERY"

"The Man From the Clouds" is Rollicking Sort of Tale From Pen of J. Storer Clouston.

J. Storer Clouston has written a rollicking sort of mystery story in "The Man From the Clouds." And despite the fact that it is rollicking there is never a moment that the reader is not aware that death is close to Roger Merton, the man who is dropped from the clouds into a German spy plot that has for its motive the destruction of vessels of the British navy. But Merton is joyful through the unusual experiences that befall him, and tells the story himself in a whimsical sort of manner that intrigues the interest.

Merton, who is aboard a British battle craft, goes up in a balloon with another officer, and the cable that attaches the balloon to the vessel snaps and off they go across the North Sea. Merton's companion finally asserts that he smells earth and attached to a parachute launches into space. Merton feels that the balloon has not drifted over land and refuses to leave the basket until some time later, and then he lands on what turns out to be a small island off Scotland. His companion never is heard from again and as Merton lands close to a beach he realizes that the other plunged into the sea.

After concealing his parachute Merton starts to look for a habitation. He believes that he is in Germany, not having found out that he is on an island, and when he comes upon a man clad in oilskins speaks to him in German. The other replies in the same language and then chides Merton for using that tongue in such circumstances.

In time, after having worked along side men as an asphalt paver, she tired of the abuse suffered from her husband Botchkareva, and ran away. She became foreman of an asphalt gang, but her husband searched her out and she sought to escape him by drowning, but was rescued. Ridding herself of the man, she made the acquaintance of Yashka, a student, and lived with him as common law wife, without the going to the trouble of getting a divorce. He was arrested for some political crime and she followed him to a penal settlement far toward the Arctic circle in Northern Siberia. Here, she showed the mother heart that was so large that her love for her country seemed to be that of a mother for a child, and for a time she lived in comparative happiness.

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It required a special permit from the czar before her efforts to become a soldier were successful. In telling of her earlier experiences the story is baldly frank, and it speaks much for the men with whom she was thrown as man to man, that her sex was soon forgotten and she was treated only as a brave uncompromising comrade.

No where does the story of Yashka (the term of endearment by which Maria Botchkareva was known to the soldiers with whom she fought) indicate that she had any mission other than to do what she could as a fighting individual to save her country from the Hun. In fact, the chapter in which she tells of her determination to enlist in the army is entitled, "My Escape From Exile and Yashka." She does say, however:

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"



Art Exhibition Visitors Exhibited.

Sketches from life
by Westermann.



The Vero Gabby (to stranger who happens to see the artist himself)- "I beg your pardon, sir. But I'd like to ask you if a man who had every cease at all could paint a picture like that?"

Commercialism in art—She: "They say after an artist dies his pictures are worth about ten times their value during his life." He: "If you are determined to buy, one try and find an undiscerning artist and buy him."



(She says...)

"In art, it's so romantic! How do they do it? I never knew I was born to draw a picture, but I do think there never was a man any artist who was a really honest and frank statement of himself."

"I used to think of it as being a cousin of the Gibson Beauty, but—" But that would have made me turn looking at her away. "Well, get down to business. Are the pictures really fair? Goodbye!"

He likes to stand around in the hall and expect to meet



"I don't pretend to be much of a judge of art but I'm crazy about the covers on the Magazines."

Real art lovers.

The enthusiast.—

"I just love it! But I can't make out whether it's a daisy field or a flock of sheep."

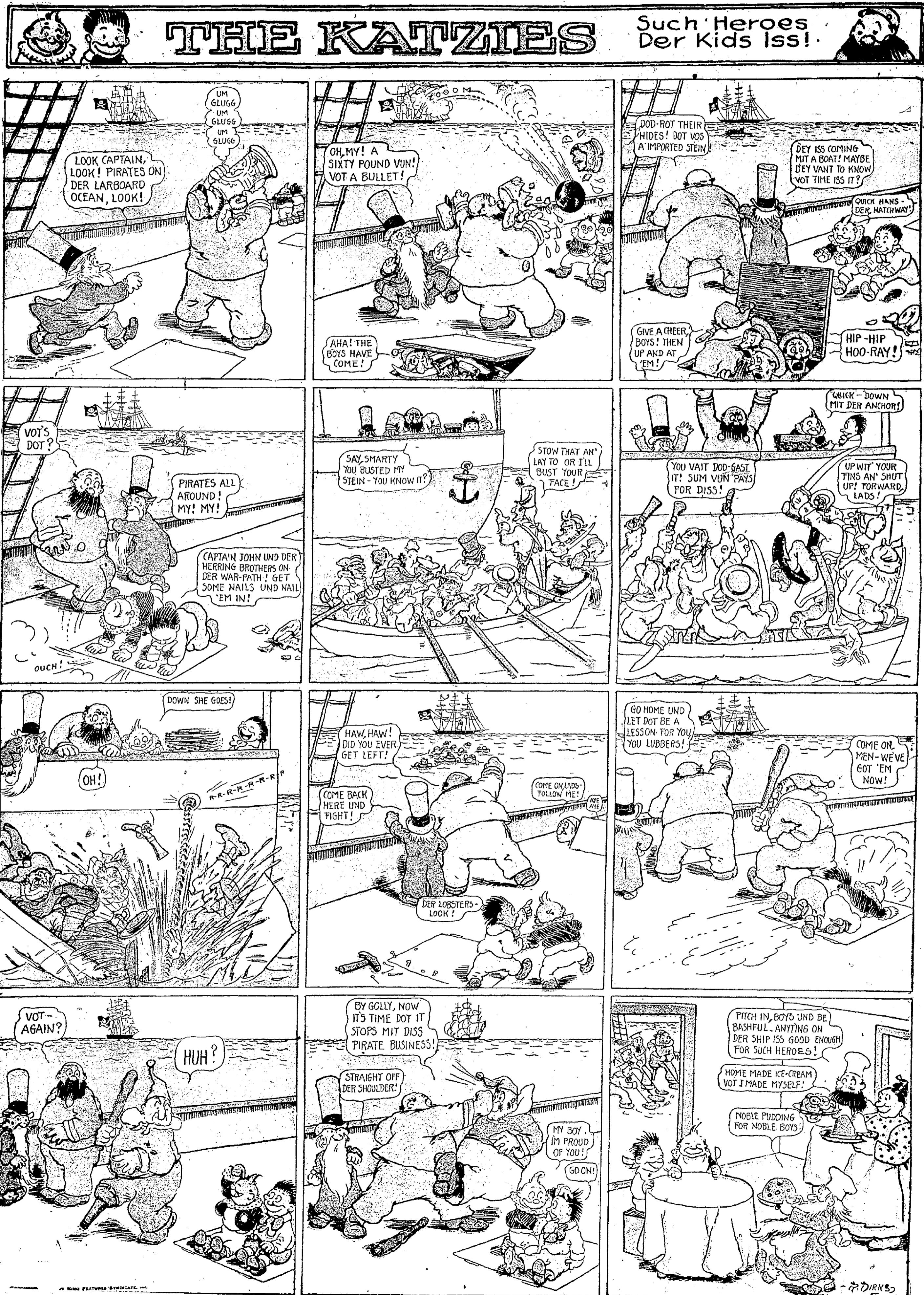
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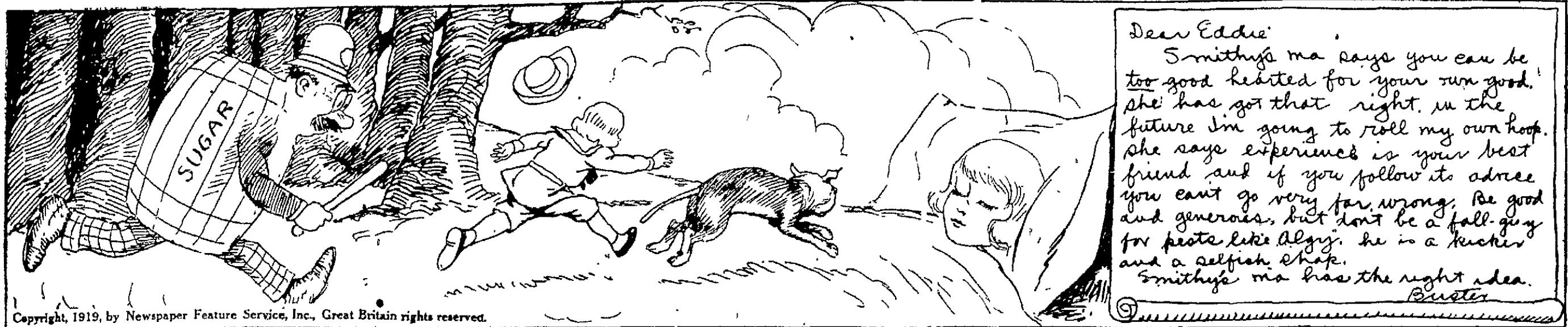
Oakland Tribune

The logo for Associated Press Service is centered at the top. It features a circular emblem containing a stylized building, possibly the Empire State Building, with the words "Associated Press" written in a bold, serif font above the circle. The entire emblem is set against a background of a city skyline with various buildings and clouds.

Sunday, March 16, 1919

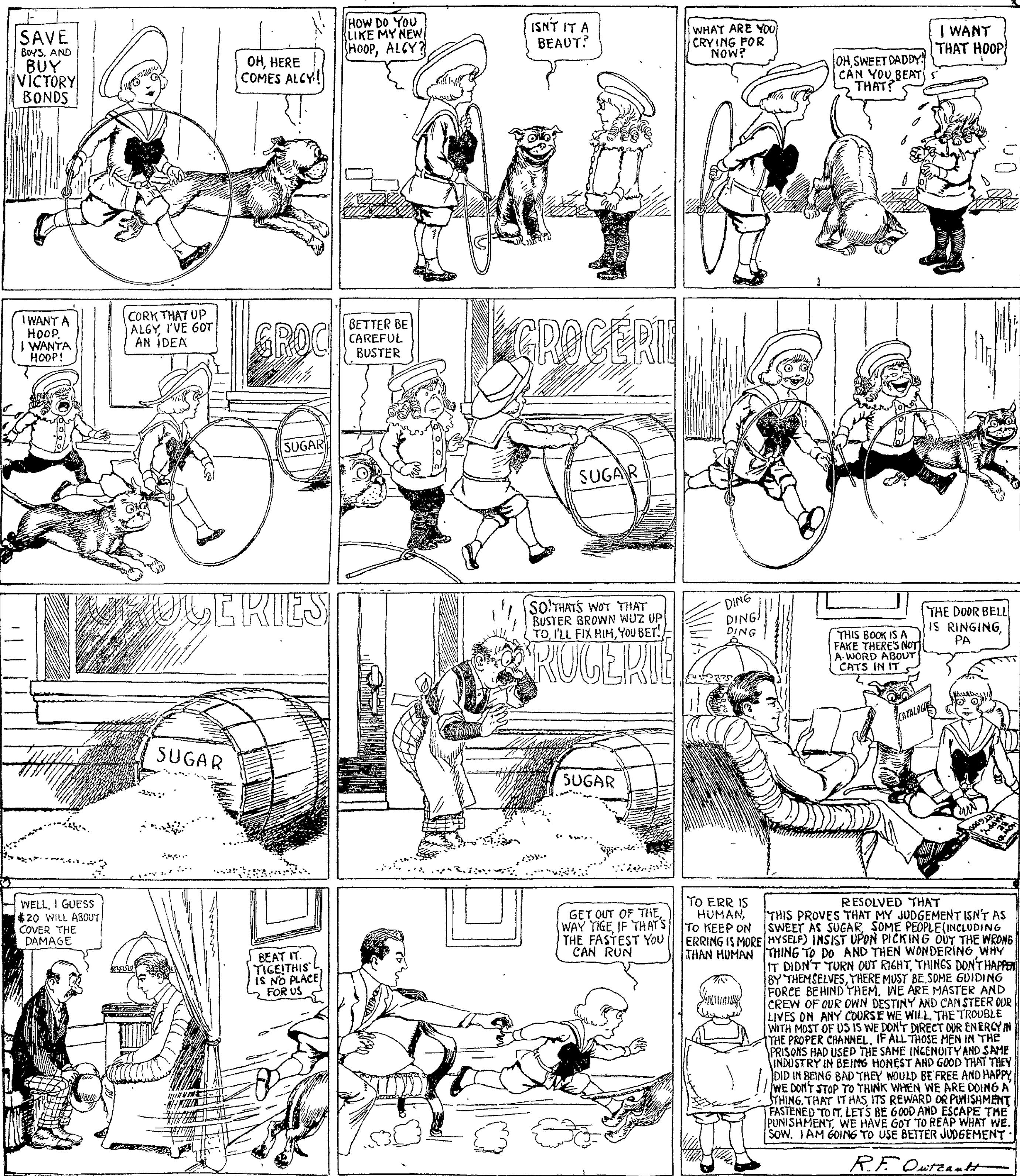
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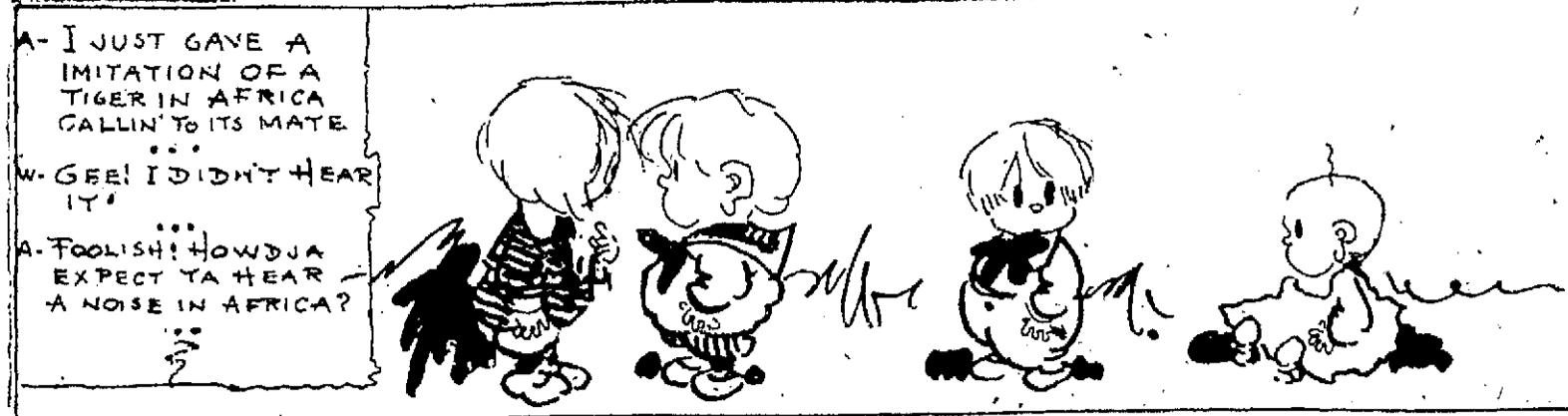


Dear Eddie
Smithy's ma says you can be too good hearted for your own good. She has got that right. In the future I'm going to roll my own hoop. She says experience is your best friend and if you follow its advice you can't go very far wrong. Be good and generous, but don't be a fool-guy for people like Algy. He is a rascal and a selfish chump. Smithy's ma has the right idea.

It Was an Expensive Hoop He Got for Algy.



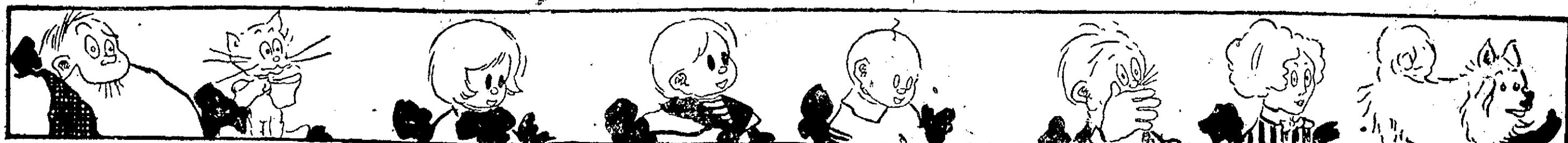
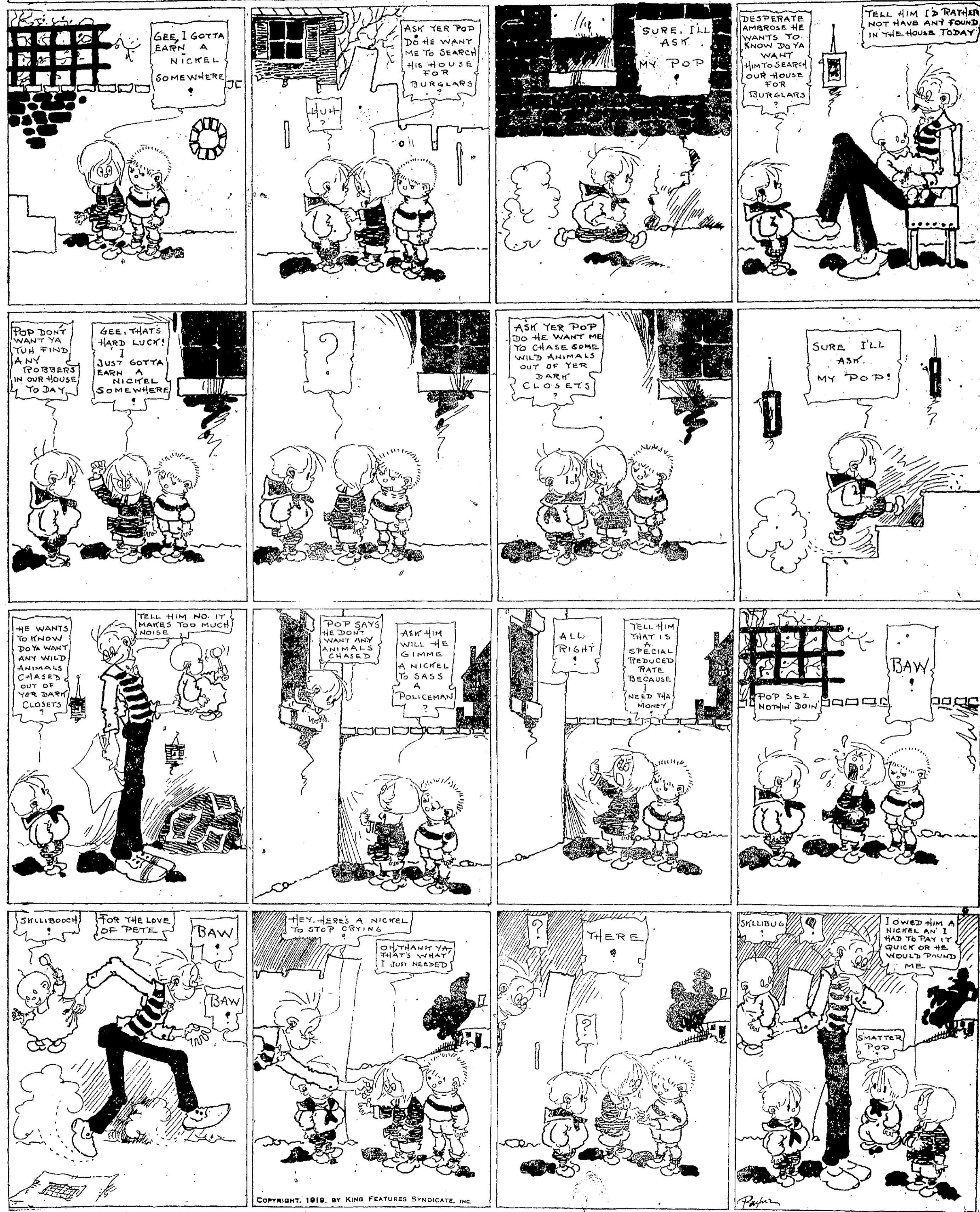
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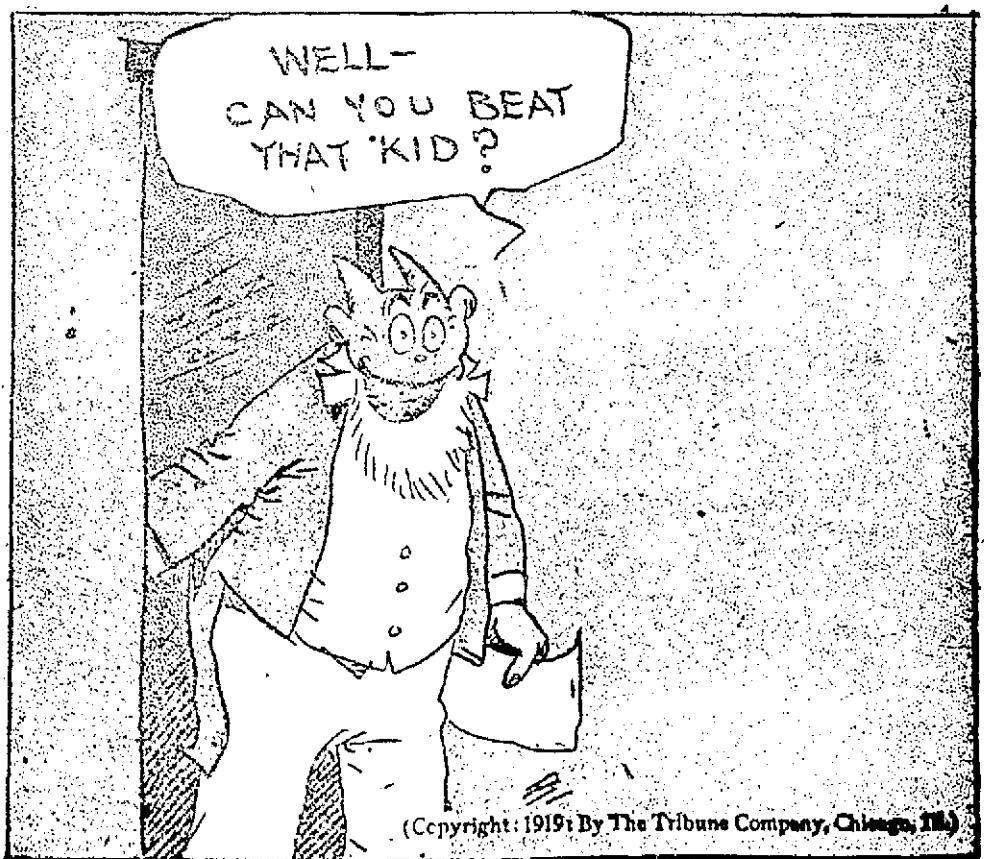
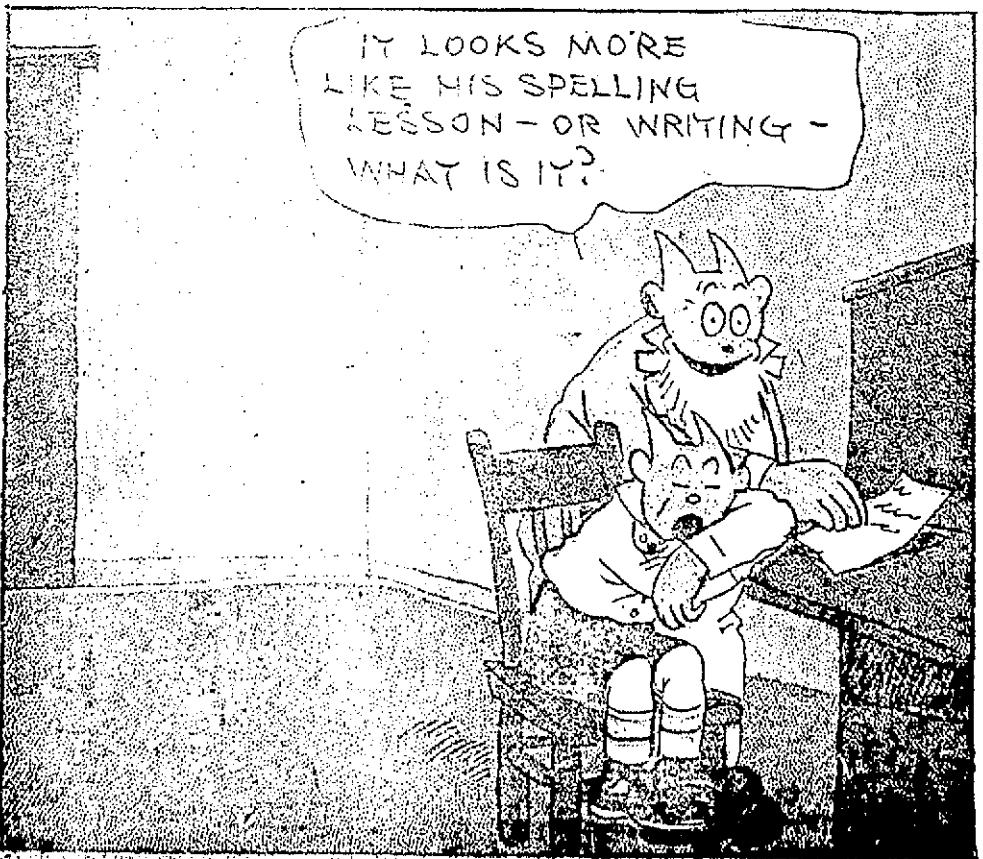
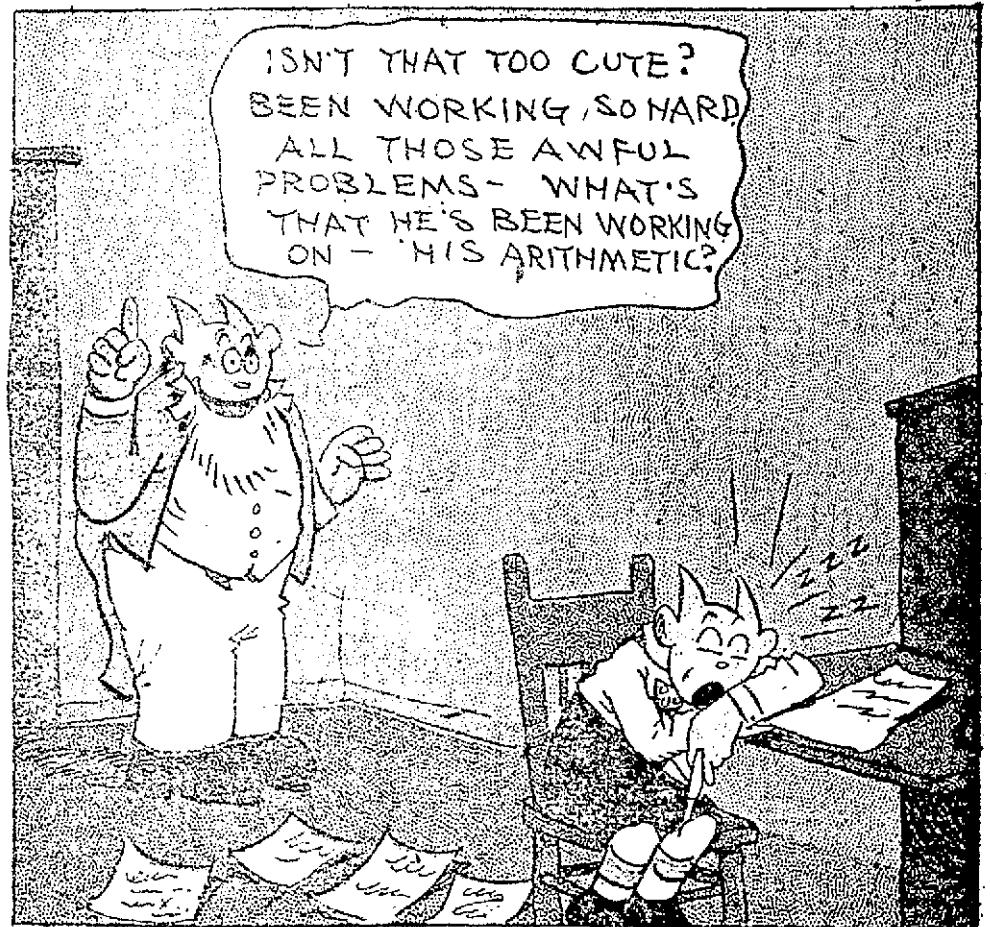
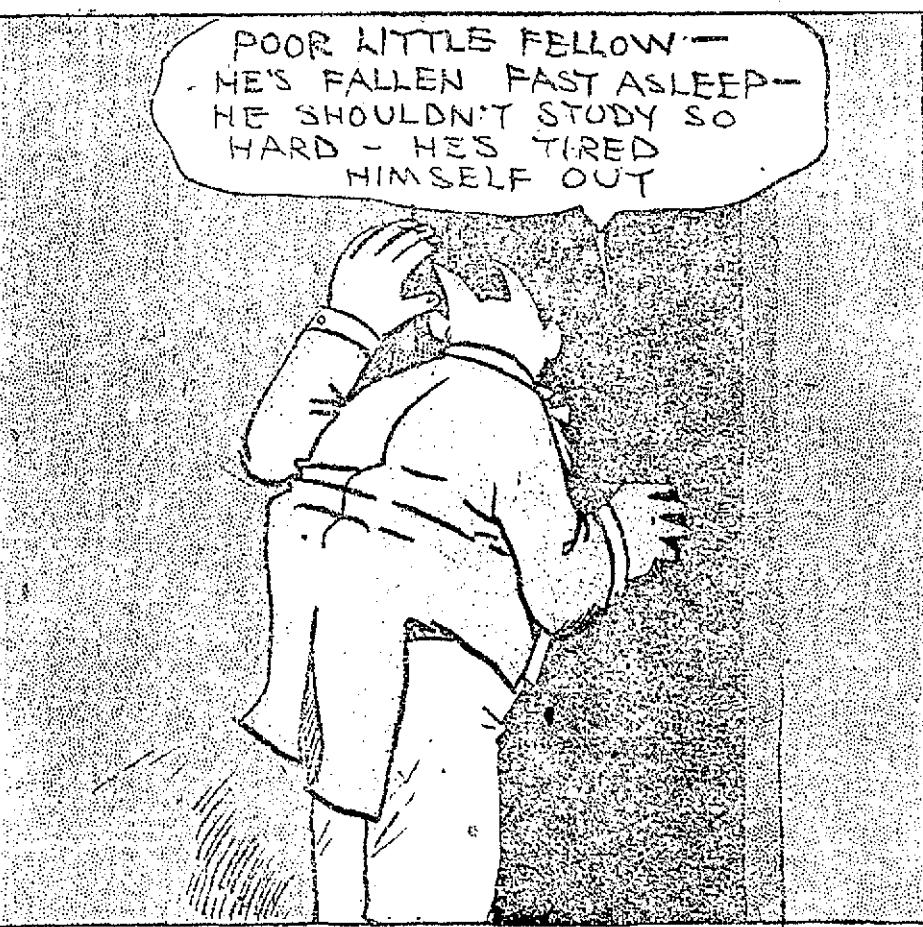
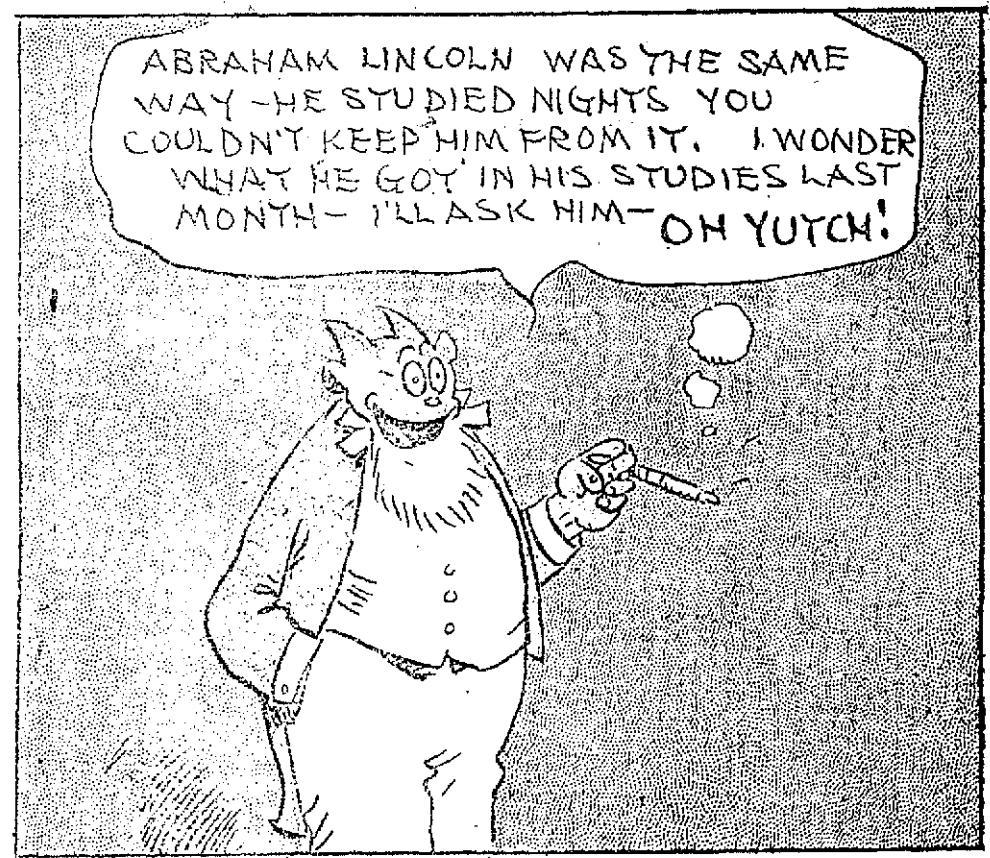
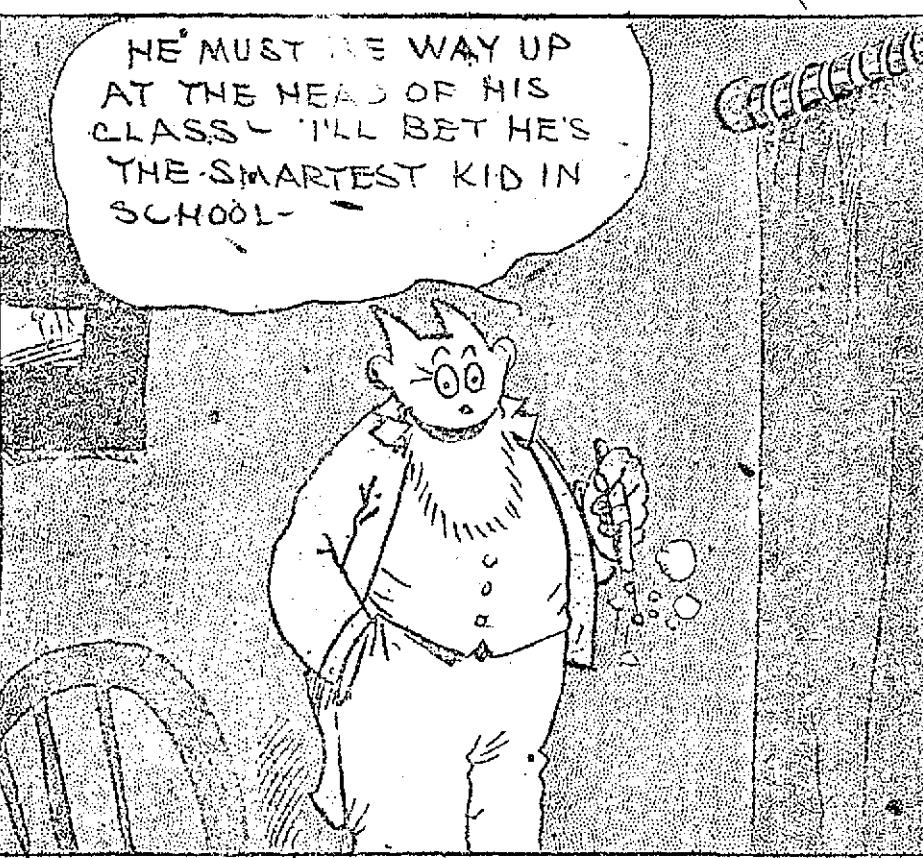
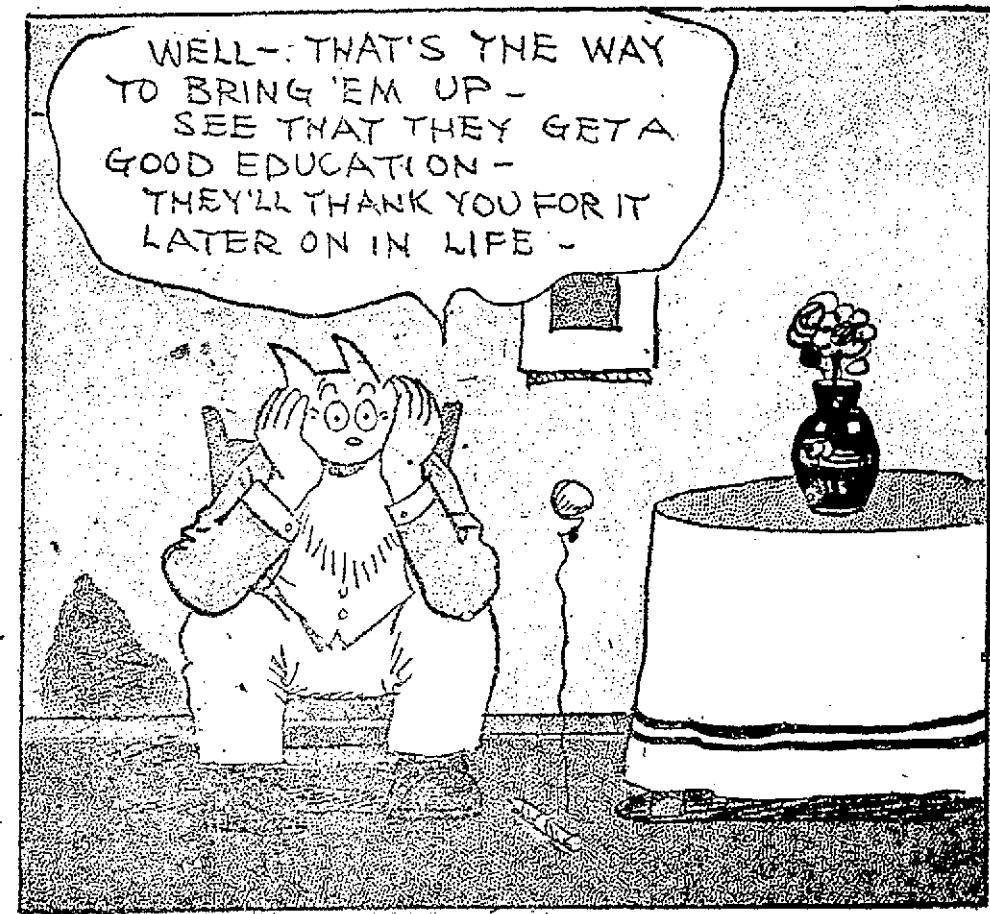
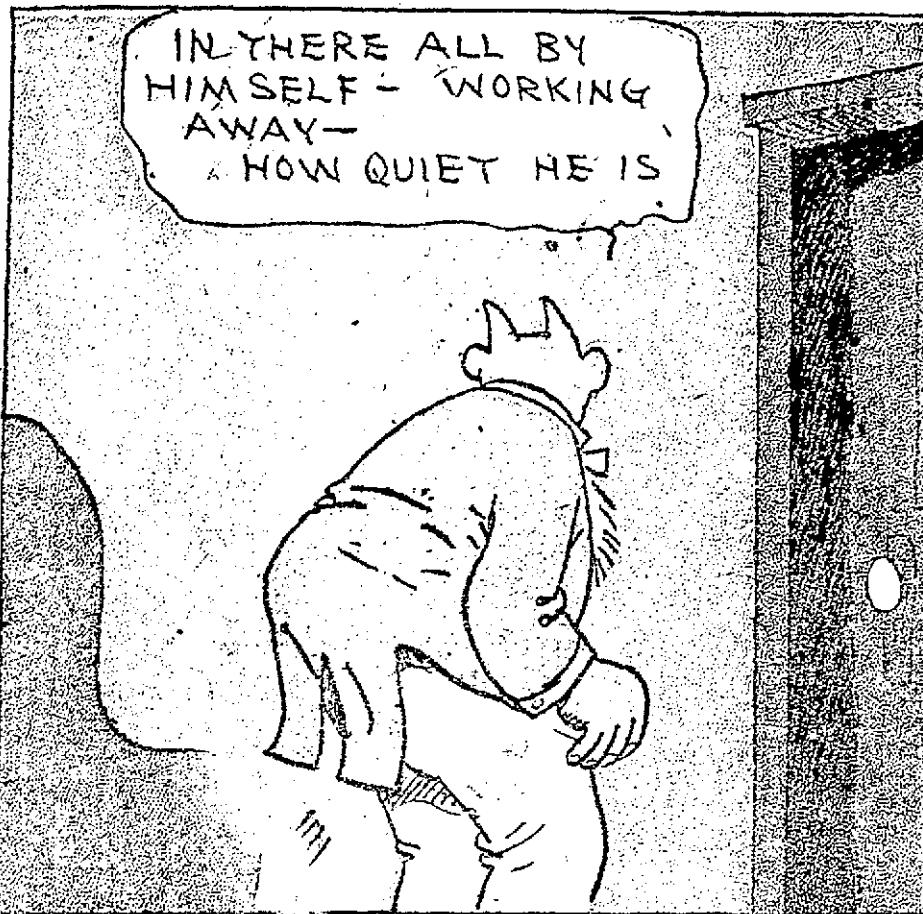
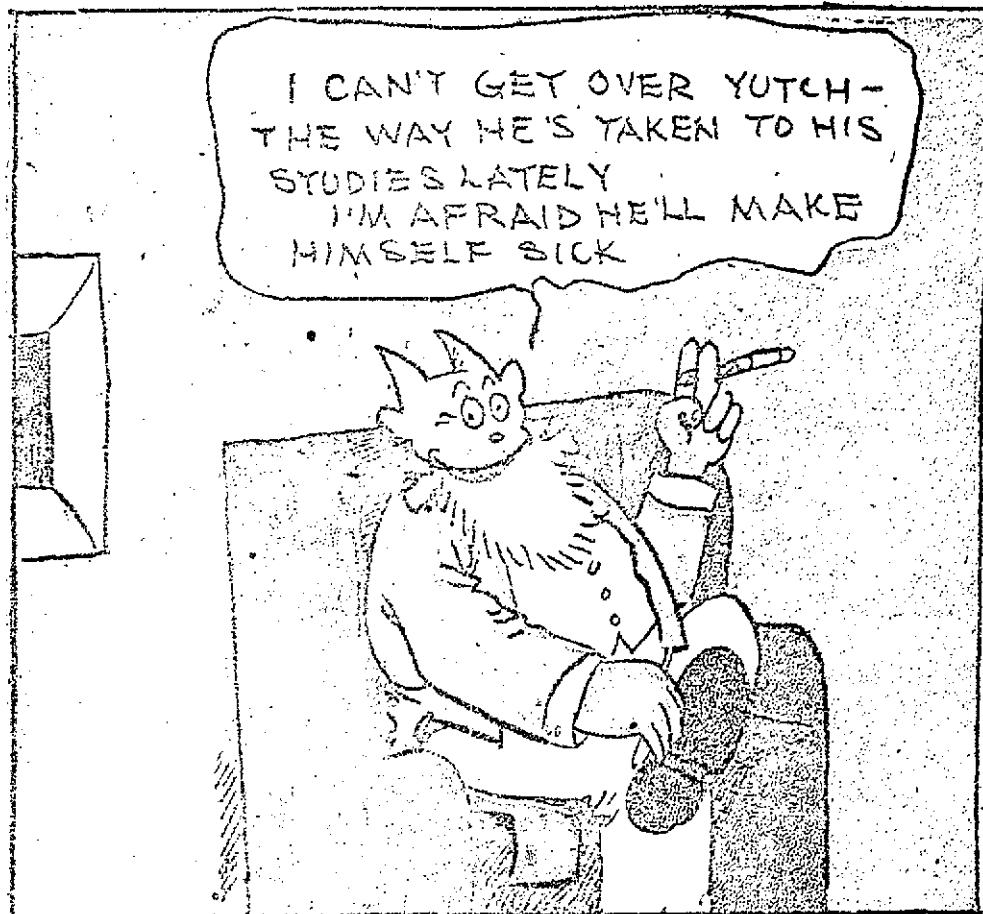


Say, Pop!

Ambrose Certainly Did
Need that Nickel

by C.M.PAYNE



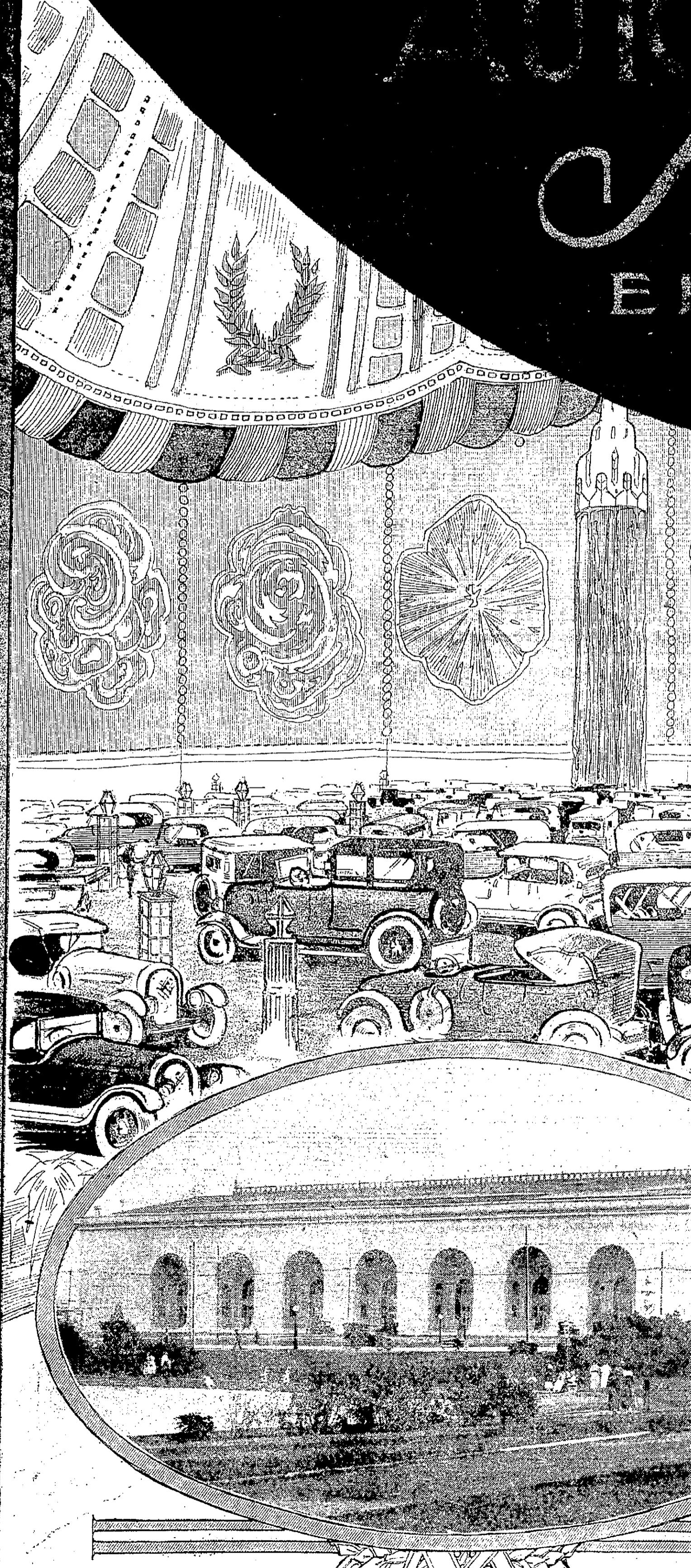


AUTOMOBILES, TRUCKS,
TRACTORS, ACCESSORIES

Oakland Tribune

SUNDAY, MARCH 16, 1919
Edited by JIM HOULIHAN

OAKLAND AUTOMOBILE SHOW EDITION



MUNICIPAL
AUDITORIUM

MARCH
17-22

(INCLUSIVE)

Oakland's First Real Motor Car Show Opens Tomorrow Night

OUTDOOR LIFE WILL FEATURE CAR EXHIBITS

President Greer
of L. A. Sends His
Congratulations

By P. H. GREER,
President of the Los Angeles
Dealers' Association.

Hearst's congratulations on your
plans for a great motor show in
Oakland. If possible I should like
to attend the show in person. The
Los Angeles exhibition proved a
great success and found a welcome
reception at the hands of tens of
thousands of Los Angeles motorists.
San Francisco also had unusual
success and I believe that Oakland
will find a greater interest in the
automobile and the automobile
show than the most optimistic now
expect.

Everybody in these days is inter-
ested in the motor car for an auto-
mobile is almost an absolute necessity.
That of course accounts to a
great degree for the success with
which the great automobile exhibi-
tions in the west have met this year.

The cars are being placed in pos-
ition today, and the final touches
placed on the decorations.

H. C. Capwell, president of the
Chamber of Commerce, will formally
open the big display Monday night
at 8 o'clock with an address of wel-
come. From advance information

there will be a record crowd on hand
to greet the latest in motor cars.

RIVALRY AMONG DEALERS

This Oakland show marks a new
departure in the show system of the
West in that each dealer has been
allowed to make his own arrangements
to a great degree. There is
a spirit of friendly rivalry

among the various distributors and
dealers. Each man has plans which

he is keeping secret for decorations

his exhibit, and when the doors of

the big show place are thrown open it

will disclose one of the most beau-
tiful shows ever held in the West.

Each exhibit will be a small-sized

show in itself and the whole will
make a beautiful and instructive ex-
hibit.

The decorations include greens

and flowers, rather a change from

the usual idea of murals used across

the bay in the last three motor car

shows. The paintings which deco-

rate the walls and hide the upper

parts from the spectators on

the floor of the auditorium depict

out-of-door scenes. They are not

the conventional and semi-fanciful

fantasies used across the bay last

month. They show typical open-air

scenes, those places where the man

or woman who owns a motor car

would like to go; they show the lure

of the out doors, the call of the

open road and the sunshine. In a

word, spring is here—or nearly here

near enough for the motor car fan

to be granted his car and get

ting it ready for the long tour in the

mountains with the fishing rod and

the camping outfit.

SHOW CAMPING SCENES

Over a million dollars' worth of

motor cars, trucks and tractors will

be seen at the Auditorium this week,

including a full line of accessories.

This includes practically every make

of motor car and most of the trucks.

Several firms who are exhibiting

camping outfit will have out-door

displays with colored lights and

scenes depicting an automobile

camping party.

Dealers from all parts of northern

California are on hand today for the

opening tomorrow night, and many have

remained in San Francisco and

will move over tomorrow.

All is ready and the public is anx-

iously awaiting the opening of the

greatest event of the year in East-

bay motor car circles.

You had better go to the show. If

you miss it, you will be sorry and

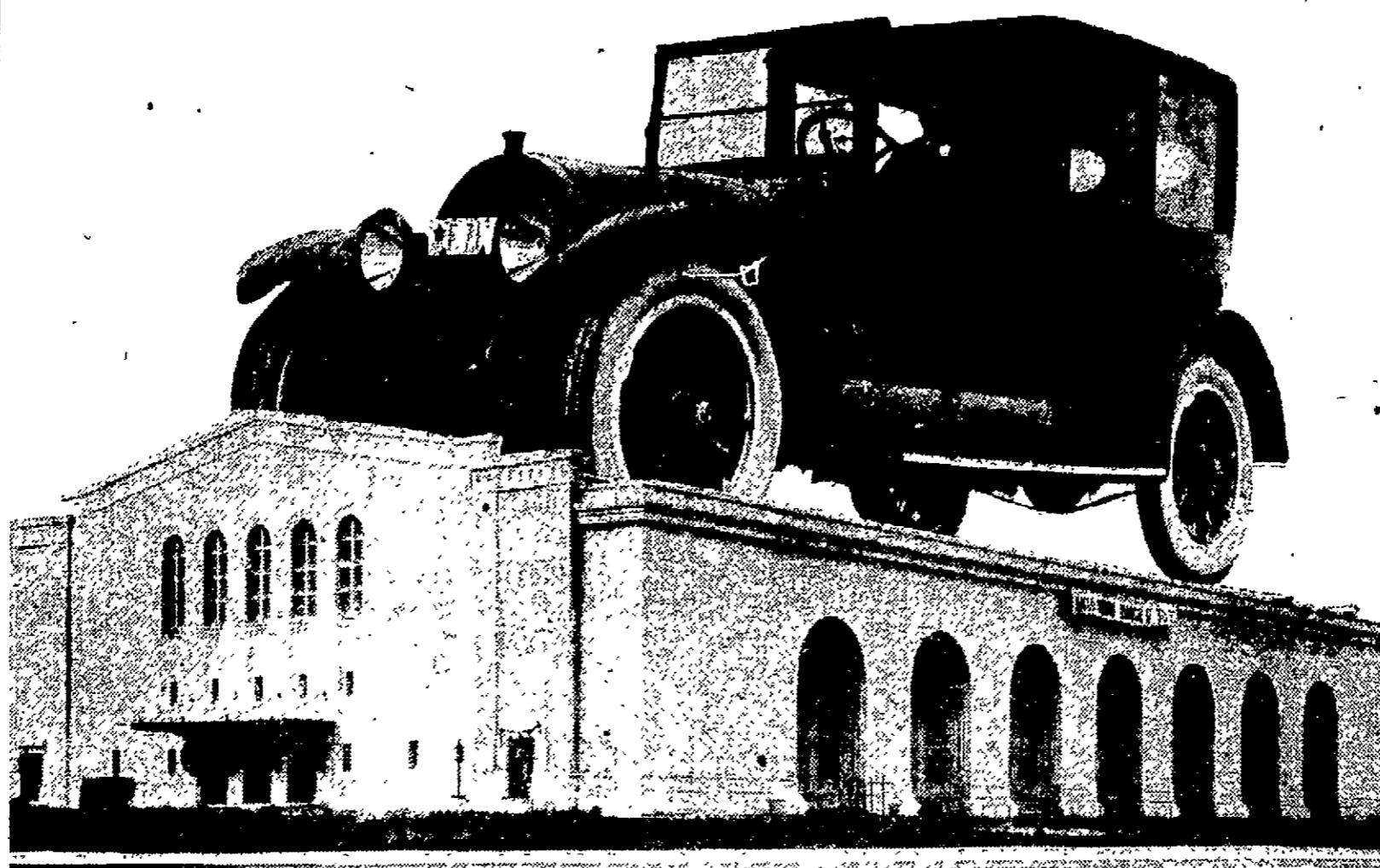
you will have missed one of the best

shows ever held in the West, both

from a standpoint of beauty and

completeness in every detail.

THE CADILLAC, CORRECTLY SPEAKING, WON'T OCCUPY THE ENTIRE ATTENTION AT THE SHOW, NEVERTHE-
LESS this Nipponese chauffeur believes it should demand all the space. To his way of thinking it represents the best in motor
construction. With the aid of the artist he has illustrated his feeling in the matter of comparisons.



IMPROVEMENTS IN AUTO OFTEN MEET OBSTACLES

wanted to make? If not—the facts re-
main.

"The history of the motor car has
been one of constant development in
spite of opposition by those dealers in
all parts of the country who always
wanted to leave well enough alone."

"First we had coal oil lamps and
then came the carbide tank which gave
more light and cleaner light without
trouble. Then came the electric starter
and electric lighting systems. Many a
motor car dealer objected first to the
electric starters, saying he was

"sold" on the start, objected to the
lighting of the car electrically.

"They had a thousand and one rea-
sons for fighting improvements. Some
said the electric systems were too
heavy, others that they were danger-
ous. In spite of this the motor car
manufacturers persisted and made the
automobile what it is today."

"Then came the closed type car
which the motor would use too much power in
recharging the battery. Another was
that these devices would add too greatly
to the weight of the car."

"They had a thousand and one rea-
sons for fighting improvements. Some
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RECORD TRIP IS MADE OVER FRENCH ROADS

Light-cylinder Cole cars with the American Expeditionary Forces in France seemed to have been made for the French roads, so readily did they adapt themselves to French travel conditions. French highways have been favored for their recharged surfaces and their consequent suitability for speedy travel—in fact, motorists in France probably outran the express trains on the Grandes lignes between such points as Paris and Nancy, Tours and Bordeaux, Bar le Duc, Châlons and Dijon. In the Departments or States in the East of France the terrains is hilly and the grades that abound necessitate a car with plenty of pulling capacity when consistent and continuous speed is required. The Cole Aero-Eight welcomed just such a condition as this and there were few grades that could not be taken on high gear. Never rebelling at the French gasoline, or oil, service, it was found that the Cole's always performed both on level roads and on hills in such a way as to elicit from the admiring French officers some such phrase as "Voilà une voiture!" ("There's a car for you!").

Howard S. Welch, advertising manager for California Motor Sales Company, local Cole distributor, tells as follows of his experience with Cole cars in France:

"On one occasion I was required to make a record trip by auto from Neuf Château in the Vosges, at that time the headquarters of the First Army, to Lianres, a city 67 kilometers (41.4 miles) south where a large motor transport park was located."

An Aero-Light 7-passenger touring car was selected for the trip. We left Neuf Château at 10 a.m. The roads were fair level and well surfaced, but we were continually meeting and passing French camions and American quartermaster's supply trucks. I had no idea of driving for record, but had selected the shortest route to get there as soon as possible. Well, we got there just as we reached the top of the long grade that comes into the city from the main northern road I glanced at my watch and saw that it was just seven minutes till 11. We had made the trip of a little over 11 miles in exactly 15 minutes over road that was no means good, and was at all times well filled with other drivers, some of them in big a heavy as we were."

Don't depend upon other drivers to prevent accidents—they may be just as reckless as you are and just as ignorant of the traffic rules.

Don't allow your mind to be diverted from your driving.

ACCESSORY EXHIBITORS AT OAKLAND AUTOMOBILE SHOW

Hunter & Mallett	Auto Bed
Three-leaf Cot Mfg. Co.	Camp Cot
H. Bradley	Tire Repair
Able Mfg. Co.	
Lewis O. Dougherty	Inside Tires
Universal Tire Filler Co.	Tire Filler
Gray Auto Lock Co.	Auto Lock
Super Gloss Mfg. Co.	Body Polish
4-in Auto Bed Co.	Auto Bed
Oakland TRIBUNE	TRIBUNE Road Maps
California State Automobile Association	Information
Alameda County Auto Trade Association	
Motor West Co.	Magazines
Konrad Gobel, Jr.	Auto Tops
Beckman Machine Works	Carburetor, Spark Plugs, Etc.
Nitrolene Motor Oil Co.	Oils
J. Edwards	Top Transformers
Unique Auto Specialty Co.	Lens and Vision Cloth
Gates Half Sole Tires	Tires
Kohler & Chase	Solecole

CAR EMBODIES PRETTY FEATURES HAYNES STAMINA GIVEN REAL TEST

Thirty-six notable improvements and refinements, the result of eighteen months' continuous effort, are embodied in the new Elgin Six, Series II.

Now that the third great automobile show of the West is opening in Oakland tomorrow the public will be keenly interested in the features of the Elgin Six," says Martin M. Hartmann, Elgin distributor.

All these features developed during the war, when the master minds of the mechanical experts in addition to building great numbers of Class A trucks for the government were concentrating their energies on the after-the-war business.

Prominent among the features of the new Elgin Six are its longer wheel base, greater power and the latest type of body design.

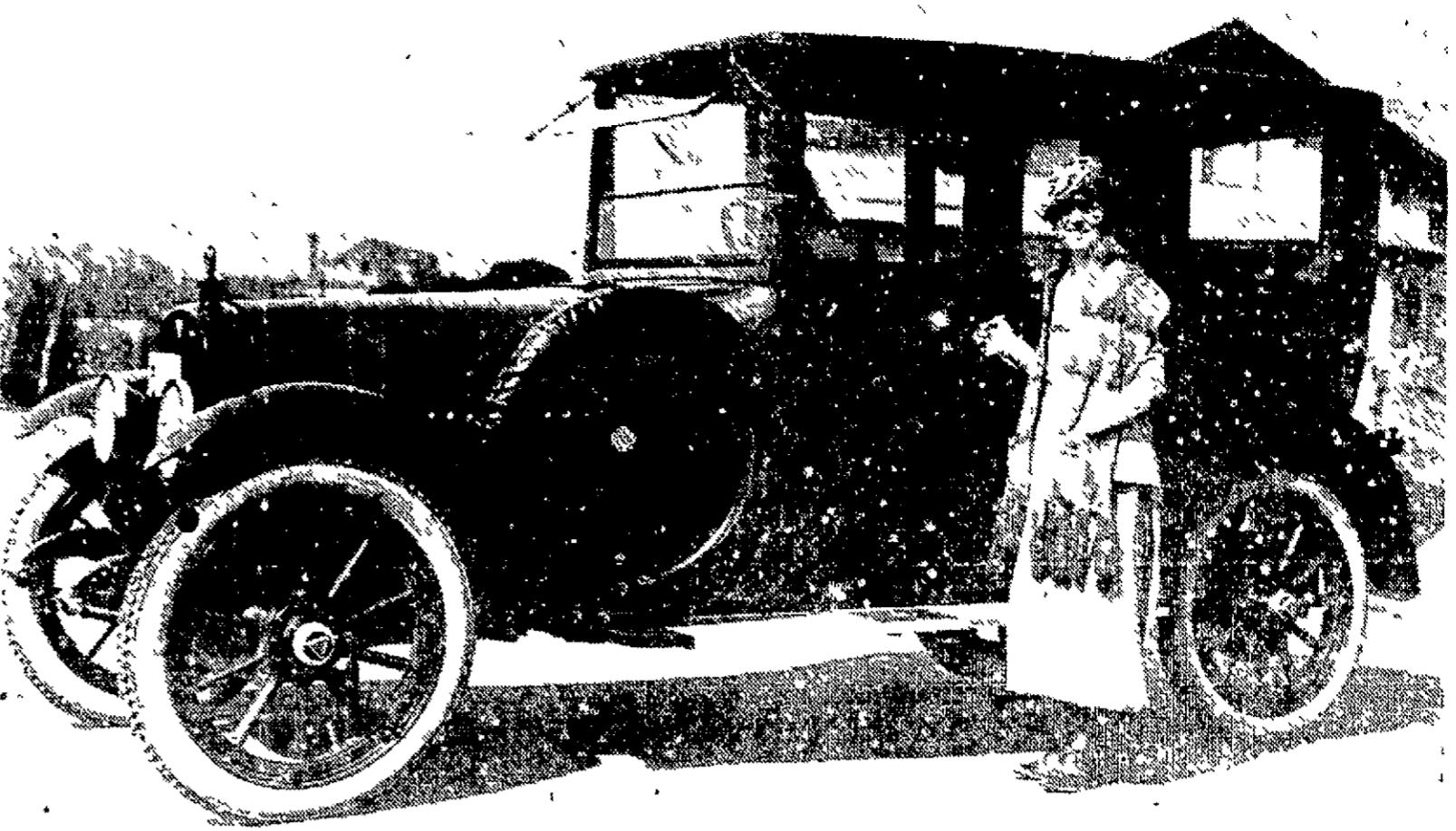
The general lines of the body have been improved beginning with the improvement of the radiator which adds not only to the appearance of the car, but to the cooling capacity. The body sides have straight level lines instead of the double curve effect of the last season; the quality and construction of the body is much better as well as the trimming and finish work in the leg room in the front seat is improved.

If you are looking for a street car with the new look until it approaches, before stepping into the street. When driving from a car always look for approaching traffic.

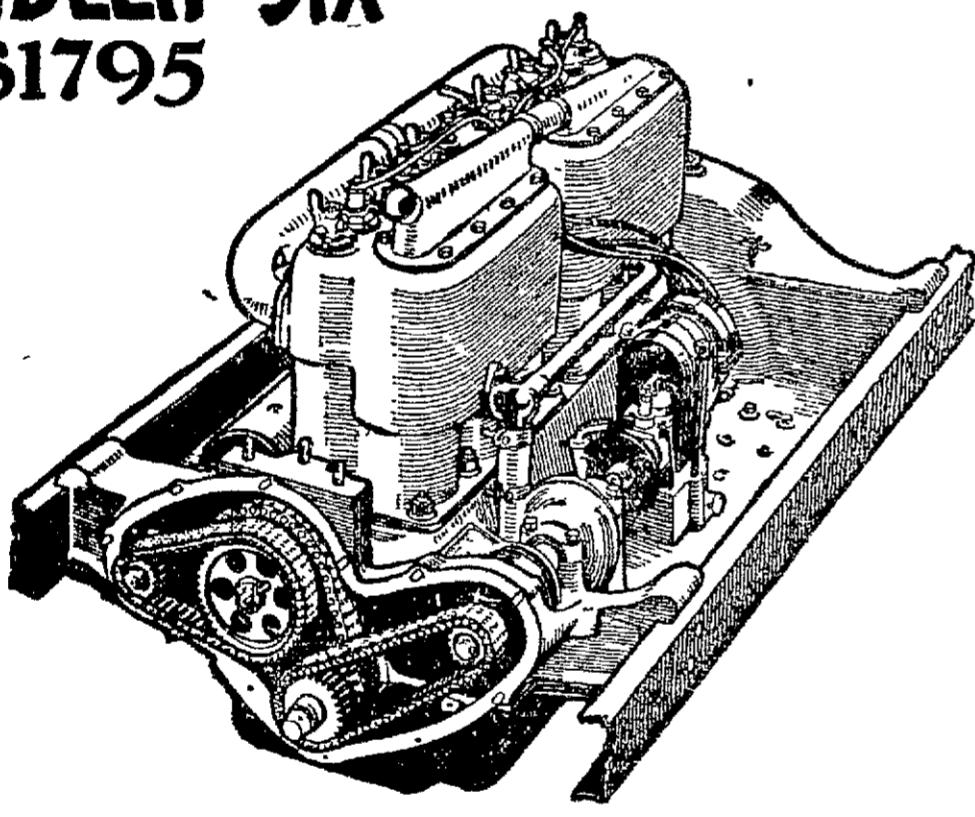
Look to the left for approaching vehicles before you step into the street and then to the right when you reach the center of the street.

Don't depend upon the pedestrian to keep out of your way—do your share by having your car under control.

THE SEDAN TYPE CONTINUES TO BE THE FAVORITE OF "MILADY." ONE OF THOSE BEST LIKED AMONG the smart set is the Hudson closed model pictured here. Standing beside this pretty motor car is MISS EMILY CROW, well known in Oakland society, who has just purchased it.



CHANDLER SIX \$1795



This is the Chandler Motor Famous for Its Excellence

CHANDLER owners, and men generally who know automobiles, talk about the Chandler motor for its marvelous performance and endurance.

It is exclusively the Chandler motor, of Chandler design and Chandler manufacture in Chandler shops. The only automobile hood you can find it under is the Chandler hood. It is not a stock motor. No other car has it.

And this is the greatest of six-cylinder motors.

The Chandler motor, with refinements and improvements from time to time but without radical change at any time, is now in its sixth year.

Lift the hood of a Chandler car and see that motor. Even from the outside you know it is good. Manufacturers wouldn't build and mount a motor with such care if it weren't an extraordinary motor inside.

Cylinders cast in three, valves in the side, all working parts easily accessible.

Heavy, perfectly-balanced crank shaft, running in unusually large bearings.

Silent chain drive for generator, magneto and cam shafts, three chains running in constant oil spray.

Bosch Magneto for sure ignition. Mounted on solid cast aluminum base.

Chandler motor and chassis design are typical of the highest priced construction, yet Chandler is moderately priced. It offers greater value than other cars give you for hundreds more. You can absolutely prove this to your own satisfaction if you will come and study the Chandler car.

Seven-Passenger Touring Car, \$1795

Four-Passenger Roadster, \$1795

Convertible Sedan, \$2495

Four-Passenger Dispatch Car, \$1875

Convertible Coupe, \$2395

All prices f.o.b. Cleveland

Four-Passenger Roadster, \$1795

Limousine, \$3095

Lakeside 5100

E. L. PEACOCK AUTO CO.

3020 BROADWAY, OAKLAND

CHANDLER MOTOR CAR COMPANY, CLEVELAND, OHIO

TIRE SIZES

AGREED ON BY MAKERS

Perturbed motorists who have been wondering what they are going to do about tires when the manufacturers stop making the sizes they use, may now draw a long breath of relief. The National Automobile Chamber of Commerce announced last week that committees representing both tire and motor car makers have decided upon a resolution last summer and agreed to make tires and rims of all sizes as long as there is a demand for them.

The agreement by which the production of various sizes was to be dropped a few each year, was a voluntary one approved, but not ordered by the government, so that those who entered into the compact have full authority to abandon it. It was purely a wartime concession, and was carried on the face of it that the implication there would not persist after the war. Nevertheless, certain of its provisions brought a storm of perplexed protests from many quarters.

Chiefly these came from users of 34x4 and 30x3 inch tires. Both sizes according to the schedule were to have been discontinued November 1, 1920 despite the fact that they are now in use on more cars than all other sizes put together. Apperson, Dietrich, Fisher, Franklin, Chevrolet, Hudson, Lincoln, King, Kessel, Lexington, Mitchell, Moline-Knight, Moon, Nash, Oldsmobile, Reo and Stearns, for example, all employ the 34x4 size or did when the regular sizes were drawn up. The 30x3 has long been the Ford size.

In many cases the car builders have changed the rims on their late 1918 and 1919 models to fit tire sizes that were designated to be discontinued but this would not have helped the millions of owners of earlier models.

It is perfectly easy, of course, to criticize things in retrospect, but one wonders, after all, precisely what was gained by the ponderous agreement as to what kinds of tires should be made more than two years ago. The best illustration I can think of to explain this point is found in the business of the farmer. He was not in proportion to the cost of labor and machinery.

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The price tag on a car today is in his crop or their market value compared with the price on the same car four years ago does not tell the story. In 1914, about the time the car costs him as much as \$1555, he has to pay only about 700 bushels of wheat for it because that wheat today is valued at \$2.25 a bushel. In other words, while the car has apparently gone up 60 per cent in cost the farmer only 60 per cent is much as it did four years ago.

We Are Not Exhibiting at the Automobile Show.

Price Higher, But Auto Costs Less

Paradox Explained by Company Head

It is being predicted in automobile trade circles that advancement in motor car design will take the line of lightweight construction to a greater extent than ever, says Frank E. Beyer, president of the Franklin Motor Car Co., of Oakland. This concern for the most part is limited to the export trade of motor cars to war stricken countries, as well as the extensive interest shown by automobile engineers in dealing with the weight question in terms of construction.

It has only recently been pointed out by fuel authorities that weight will continue to be a source even though the number of cars in the country is increasing.

It is a logical truth that car size and car weight will be paramount consideration because of the manner in which economy

650 RETURNED HEROES WORK IN BIG PLANT

Paradox Explained by Company Head

Six hundred and fifty soldiers and sailors released from military service have returned to their jobs at the bench lathe, or desk in the plant of W. W. Overland, Inc., Toledo.

They are now in use on more cars than all other sizes put together. Apperson, Dietrich, Fisher, Franklin, Chevrolet, Hudson, Lincoln, King, Kessel, Lexington, Mitchell, Moline-Knight, Moon, Nash, Oldsmobile, Reo and Stearns, for example, all employ the 34x4 size or did when the regular sizes were drawn up. The 30x3 has long been the Ford size.

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A New Power Plant for the Pierce-Arrow

THE Pierce-Arrow has a new engine of greater power. This engine has been developed by Pierce-Arrow engineers. They have named it the Dual Valve Engine.

The increased power it yields adds to the comfort and convenience of the Pierce-Arrow car. This comfort and convenience are enhanced by the perfect control. With the new engine one can go from five miles an hour to seventy and back again to five on high gear. This almost eliminates the necessity of shifting gears—either on hills or in traffic. It offers more power with no greater weight, more speed with less gasoline, more flexibility with less gear shifting. It is cooler, quieter and quicker than any previous Pierce-Arrow. The new engine is no sudden innovation. It is the result of years of careful experiment. It is in line with the steady development of the Pierce-Arrow. It is in harmony with the policy that no changes should be made until a real improvement had been perfected.

Pierce = Arrow

PIERCE-ARROW PACIFIC SALES COMPANY, INC.

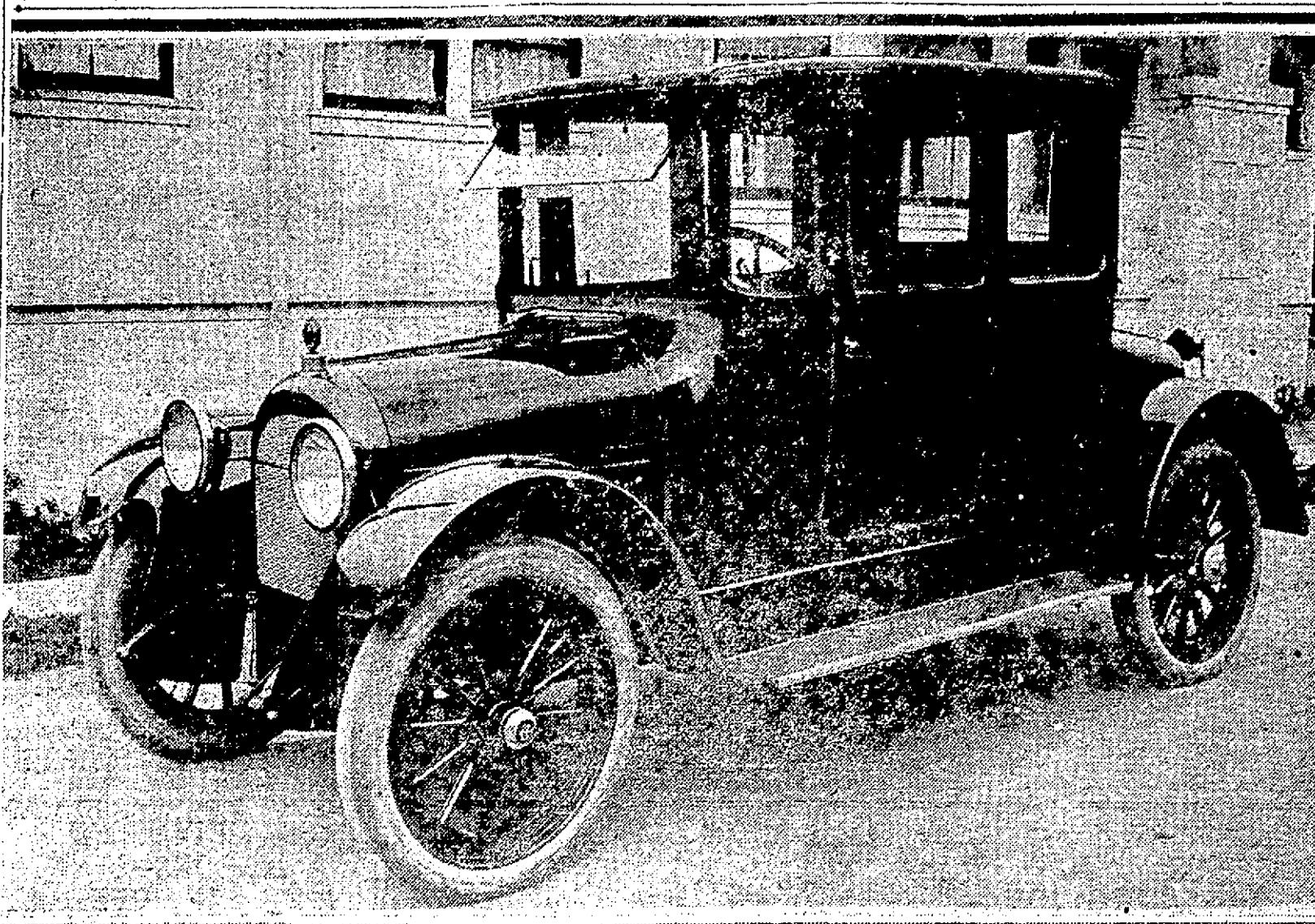
W. F. CULBERSON, President

Webster at 23d Street, Oakland.

Phone Lakeside 375.

COMPLETE LINE OF OVERLANDS IS ATTRACTIVE

FOR THE MOTORISTS WHO DON'T FANCY THE LARGER ENCLOSED TYPE AUTOMOBILES THIS WILLYS-KNIGHT Eight Coupe answers admirably every want in the closed motor car. John N. Willys has employed the same skill in the construction of this model that has been characteristic of him in all Overland cars. The coupe will be on exhibition at automobile show.



The 1919 line of the Willys-Overland is exceptionally complete, including a Tonneau car, touring car, roadster and sedan, coupe and limousine, and the Willys Six in a seven-passenger touring car and a four-passenger sport model. These cars in their various models will be on display at the Oakland Auditorium during the auto show here next week.

"The Thrift car, a model 50, has been extremely satisfactory to its owners," says Harold Knudsen, manager of the Willys-Overland company. "This is an auto from the distributor's standpoint, for while the owners are spending practically nothing for upkeep, the dealers, in consequence, are spending little or nothing for service. This happy condition is the best endorsement of this model of car that one could find, no matter how far he searched."

"This car is one of the easiest riding cars that was ever made, for with its cantilever type springs the bumps in the road are ironed out before they reach the occupants of the machine.

The motor is unusually efficient, giving to the average driver twenty or more miles to the gallon of gasoline.

The tires last, on the average, 6,000 miles and, all in all, this means a minimum in tire cost and gasoline expense.

The Willys Six is the result of ten years of engineering effort. It has a 45 horsepower Continental motor, the qualities of which do not need discussion. The car averages from fourteen to sixteen miles to a gallon of gasoline and consumes little oil. It is built like a five-passenger car, which is all the average man requires for ordinary use, but in case of emergency, there are two auxiliary seats folding into the backs of the front ones, and the car can be transformed into a typical seven-passenger model.

The Willys-Knight closed cars also have one great advantage over other makes, and that lies in the silent motor. The only extremely quiet motor that was ever designed was of the select valve type, and with this type the motor grows more silent with constant use. Silent motor speed is desirable in any car, but doubly so in a closed car.

"The difference in this motor from others lies in the fact that while in other motors will get trouble in the piston valves and cause trouble, in this motor it acts as a lubricant to the sleeve valves, the same type as are used in steam engines, and if anything malfunctions run better. Another point conducive to silent operation lies in the fact that the rear axle is equipped with spiral bevel gears—always silent."

FEW CHANGES IN MODELS OF 1919

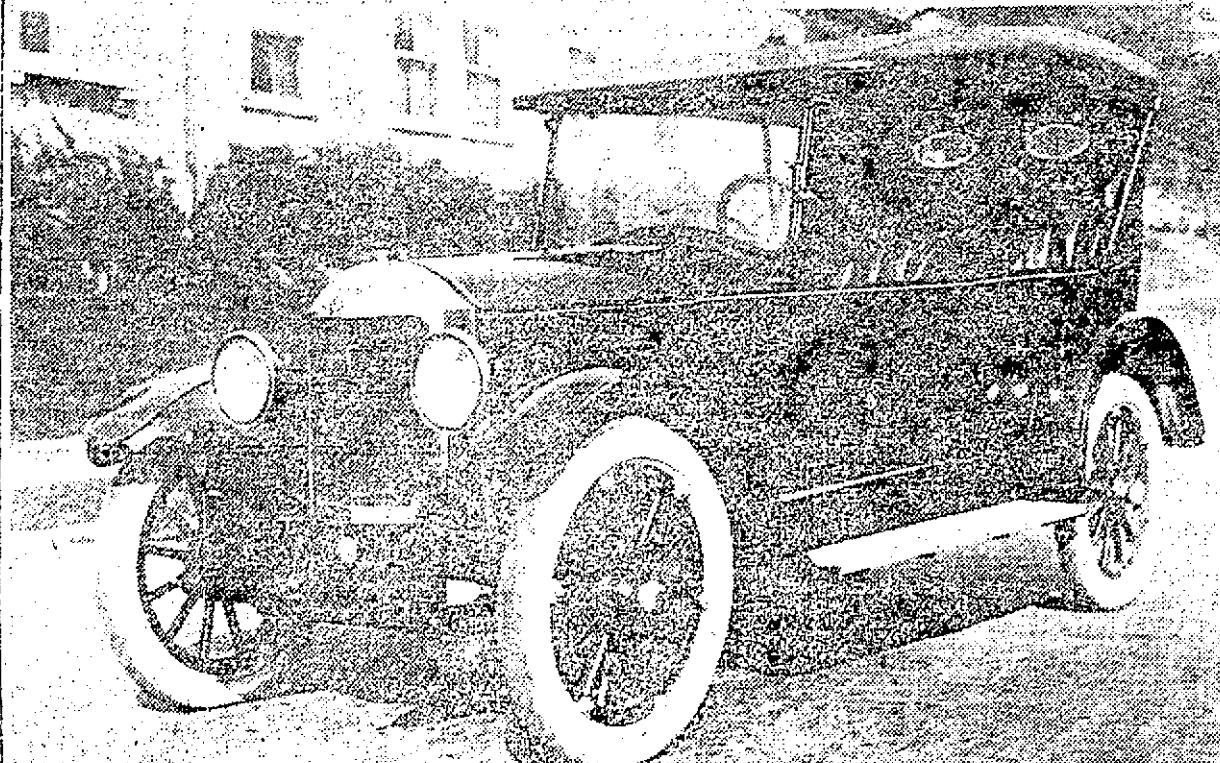
Few changes were deemed necessary in the Marmon car for 1919, but, as with all, a number of little refinements were made. The Marmon is supplied in a variety of body styles, both open and closed, including five and seven passenger touring cars, a popular design of four-passenger close-coupled roadster, with full width rear seat and the entrance by way of the divided front seats; standard limousine, landau, a four-door sedan, a sedan of the convertible type, with four doors. The open car bodies are all constructed in the Marmon shape.

"Aside from the standard closed car types, special bodies to meet individual requirements may be constructed in comparatively short lengths of time," says A. W. Hawley, Marmon distributor.

"The shipping weight of the touring car with full standard equipment, including top, is given as 3,450 pounds, and the four-passenger roadster 3,390 pounds. The closed car weighs from 3,900 to 4,000 pounds, according to the style of body and the equipment.

The features of this car are the extensive use of aluminum, the deep see-

CLAIM QUICKEST 'COMEBACK' ON AUTOMOBILE ROW



NO CAR INTRODUCED LOCALLY HAS GAINED MORE PROMINENCE IN A short space of time than has this Scripps-Booth Touring model. In less than two months it has become one of the big selling cars in the East Bay cities.

See Us at the

Oakland Auto Show

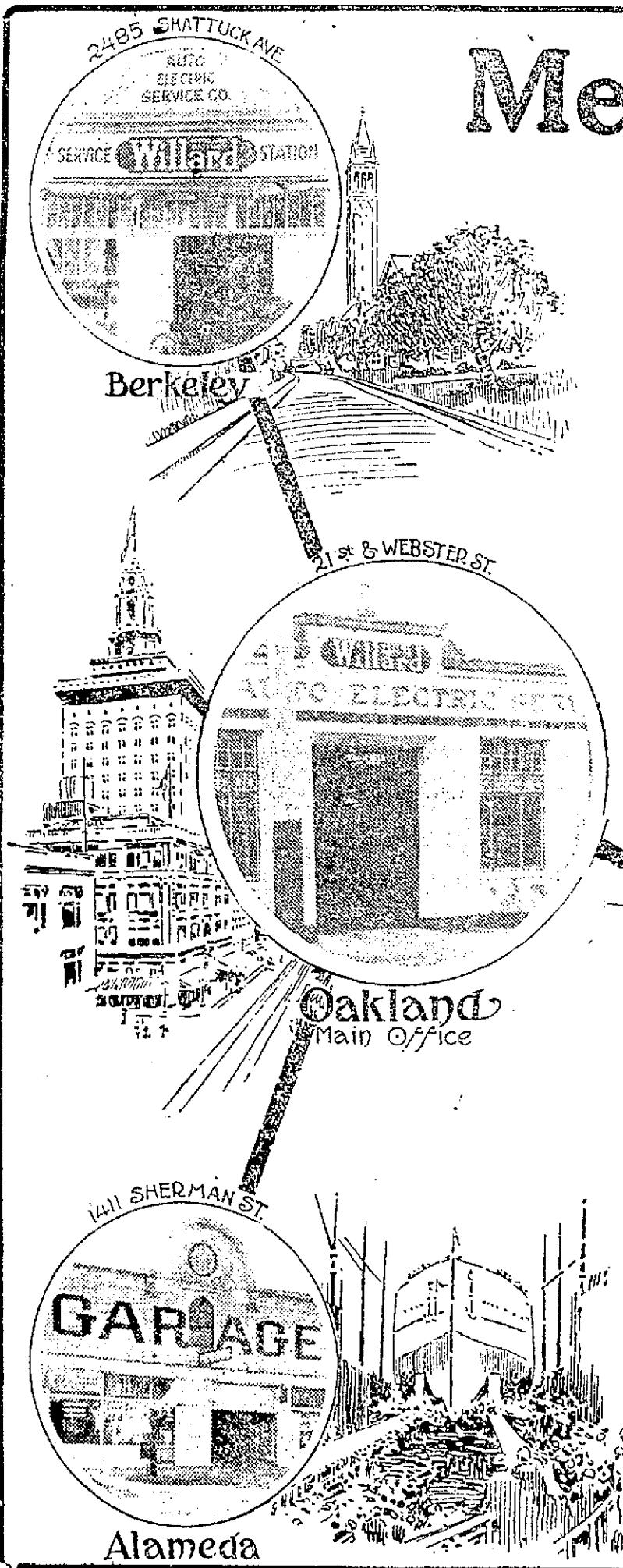
March 17 to 22

GATES HALF-SOLE TIRE

Berger Bros.

2201 BROADWAY

Phone Oak. 3425



FREE FOR THE ASKING
A vest-pocket memorandum book on the care of batteries

MAIN OFFICE,
21st and Webster Streets
Oakland

"CARE may kill a cat"
but it never hurt a BATTERY

U. S. DEVELOPS FAMED FRENCH CARBURETOR

From the factories of France to America, perfected and developed by America's brains and genius, put into quantity and production to meet pressing war needs, and returned to France to do duty in the aeroplane, tractor, tank and truck in the interesting history of the Zenith carburetor and its part in winning the war.

Realizing the thorough and careful research work of the Old World scientists and their painstaking efficiency in all matters pertaining to the gas engine, the War Productions Committee were quick to realize the real merits of this highly efficient instrument.

Tests of unusual severity and thoroughness proved the unusual quality and efficiency of this French product which, in an American branch, was being produced in limited quantity.

It remained for America's genius to redevelop, adapt and apply it to the different motors being built for aeroplane, truck, tractor and tank service. Approximately eight in all at the time the program was well under way, and to produce it in quantity to meet the extra war demand, and to make it a factor in keeping the Hun from the fair land of France.

In the Liberty Engine program alone, approximately 15,000 motors were produced, each one requiring two of this Americanized French product, making a total of some 30,000 carburetors, which was one of the minor accomplishments of America and her answer to the Hun.

The perfection of this carburetor is interesting to the average motorist.

British showed it as follows:

"Two of these carburetors are used on each Liberty 12 aircraft engine, they being of duplex type, that is, each having two carbureting chambers or barrels, supplied from common air and fuel sources. Each barrel has a venturi tube for measuring its proper amount of air; one male or variable flow jet, and one compensating or constant flow jet. These are of non-adjustable type, being fixed once and for all, and so close spaced as to allow the exact and even Liberty engine intake distribution fitted with the same sized jets. With the exception of the altitude adjustment which is incorporated in the design of the Zenith aeronautical instruments to take advantage of the lesser air density met with at high altitudes and thus perform the important function of saving fuel and increasing the radius of action of the aeroplane, these carburetors have identically the same principle of operation and same disposition of jets and venturi, as is used in Zenith commercial instruments."

Roy Kiel Recovers From Operation

Roy Kiel, son of C. P. Kiel, Westcott distributor, was operated upon for appendicitis a week ago. He is now on the way to early recovery and is expected back on the job within the next two weeks.

RIMS AND TIRES.

If the car owner, after being out in bad weather, will take the trouble to wipe the tires and rims clean with a sponge and then wipe them dry especially along the beads, he will do much to prevent the formation of rust.

50 TRUCKS PER DAY IS SERVICE CO.'S CLAIM

At least fifty Service motor trucks will be turned out each working day during the present year by the Service Motor Truck company of Wabash, Ind., according to J. Chas. Nagel, general manager of the E. L. Peacock Auto company of Oakland, northern California, distributors of the Service truck.

Nagel explained his statement is based upon information obtained at the recent sales convention held at the Service factory and which was attended by zone representatives, distributors and dealers from all parts of the country. Nagel also explained that the motor truck industry is on the eve of a tremendous boom which, in the commercial field, will almost parallel a similar boom that featured the passenger car field a few years ago.

When the limit of absorption for trucks is reached, it should require our maximum yearly output thus far obtained merely to care for the annual replacements, without taking into consideration the new market and customers created by the normal growth of the industry.

"The expansion of the Service truck business is an effort to meet the increased demand that is bound to come this year."

Keep to the right of the center of the street at intersection.



Automobile Supplies

GET READY FOR SUMMER TOURING.

BUY NOW. Ours is Oakland's Automobile Store for Alameda County Motorists.

Most Complete Stock of Automobile Supplies on the Pacific Coast

DISTRIBUTORS

Goodyear Tires
Double Seal Piston Rings
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2305 BROADWAY

OAKLAND, CAL.

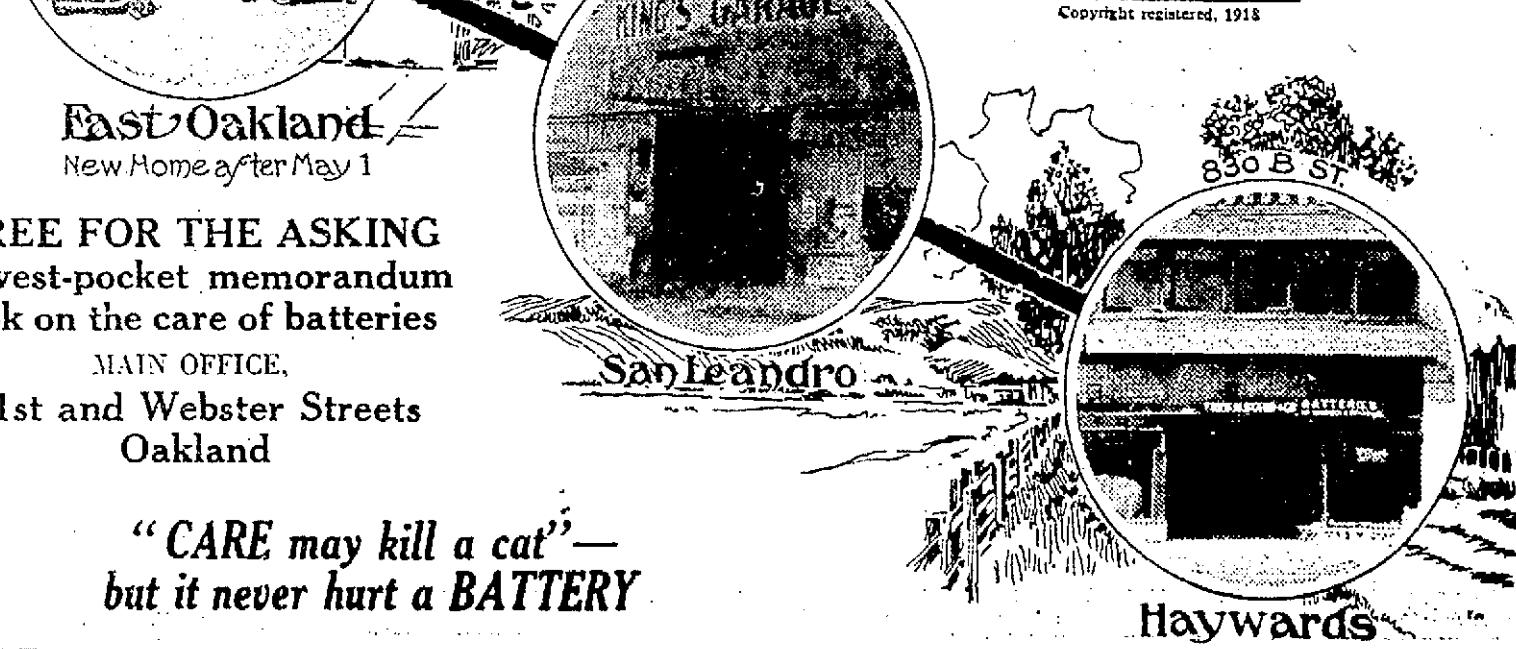
Meeting A Customer More Than Half Way

has been accomplished in fact as well as in theory. Whether you live in Oakland, Berkeley, Alameda or Hayward, you will find Willard Batteries and Fetter Service at hand. Six fully equipped stations in charge of competent men. Stop at any of these Fetter Service Willard Battery Stations and let us test your battery free.

Ernest E. Fetter
Auto Electric Service Co
21st & Webster St. OAKLAND
2485 Shattuck Ave. BERKELEY
FETTER SERVICE BETTER SERVICE

Willard
Storage Battery
Service Station

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EFFICIENCY IS SHOWN IN NEW MODELS

In the new Kissel custom built silver special which will be shown at the Oakland municipal auditorium, it is apparent that Kissel had three objects in view:

1. War-time economy of operation and maintenance that proved such a surprise at the time when conservation was the nation's war cry, as it still is today.

2. Peace-time efficiency that is the outcome of war-time economy and the vital necessity to keep up the increased pace which the present reconstruction period now facing us demands of everybody.

3. That after the new cars had been developed mechanically to the point that offered no further advance in efficient performance, the art body craftsmanship of the Kissel engineering department was brought into play in an effort to produce a really made-to-order custom built job in every particular.

"Without a doubt this made-to-order appointments and refinements are nothing short of inspiration, designed to appeal to that class of motorists who appreciate that automobile parking has become a fine art," said Clifford A. Williams, director of sales for the Kissel company, indicating his headquarters at the Western Motor Company here.

"The new Kissel custom built silver special are built in two models—the four-passenger tourer, silver blue in color, and the four-passenger speedster, chrome yellow in color, both to be shown."

"Among the exclusive custom built features are bullet-shaped headlights of powerful radiance—a semi-spherical designed radiator, the most expensive and attractive in the country—ventilator in the hood operated from the driver's seat, keeps the motor cool in summer and permits car fumes to escape before reaching the body of the car—a long, dry hood with unusually wide graceful dash with a skylight that permits light and airy distinctive round-top windshield, silver trimmed and set-in convenient slant, straight line body and original side door panels, which in the case of the driver sliding forward backward, according to leg room desired; attractive rounded body rear."

The new models are mounted on the Kissel custom built chassis, designed to give stability, simplicity, quietness, comfort, economy and refinement.

Throughout the construction the most reliable materials are used, including selected steel, chemically tested and treated and tested by two competing laboratories.

The new Kissel power plant is of ground to minute accurate dimensions.

Steel forgings are die-poured, the high speed and high efficiency type with a bore of 3½ inches and stroke of 4½ inches.

"We could use a great many more Maxwellles than we are getting now," says Charlie Hebrank, manager of Osen

& Hunter Auto Company, distributor

of Imperials. "We are taking orders now for future delivery and will deliver the cars as fast as we get them. Cars are coming through to us, but not fast enough by far. The reason, of course, is that the factory is swamped with orders from all parts of the country and is filling them as rapidly as possible and we must wait and obtain our quota."

Steel forgings are die-poured, the high speed and high efficiency type with a bore of 3½ inches and stroke of 4½ inches.

"However, in the near future we hope to have more cars and the factory promises greater product on as soon as they

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MECHANICAL ADVANCEMENT WELL SHOWN

By WATT MORELAND,
(General Manager, Moreland Motor
Truck Company)

Moreland as has been the development of transportation, in which motorization has dominated completely, it required inspection at the recent automobile show to see what has been accomplished in mechanical advancement. Likewise, retrospective focused light upon the specific achievements have been made since the last automotive exposition in the solution of American problems in express and freight delivery.

A year and a half ago highway transport was something unheard of; there was no such thing as Rural Motor Express and long-distance motor freight lines. Today they are nationally recognized as a potential factor in the movement of local, county and even international traffic. This is the maze of emergencies that are faced by American business and industry during the war period, revolutionary innovations came one after another. There was no time to extol their values and benefits as they came, America was working under high pressure all the time. Now, however, there is a brief breathing spell, and recounting some of the spectacular achievements in the field of transportation brings to light things that are truly amazing.

The San Francisco show served as the reminder for a review of what has happened during the last eighteen months.

For years light delivery cars and the heavy duty motor truck had been performing valiant service for the retailer, wholesaler, and manufacturer. Their province, however, was largely local. But came the time when the capacity of railroads was overburdened. Transportation of materials for munitions of war, finished products and the movement of millions of troops required service beyond the capacity of rail and steamship lines.

The motor truck, most economical and acknowledged the most flexible of all modes of transportation, stepped into the breach—naturally, do good. Freight, pillar-high railroad terminals cleared through transportation on trucks to the proper destination. It was the birth of long-distance highway transport. So successful was the experiment, born of war exigencies, that today the eastern states are gridironed with motor freight routes, and an emergency innovation has been accepted as a tried and proven economic means of freight and merchandise movement.

In brief, it means the beginning of a full realization of a third great artery of commerce—the public highway. In years gone by the railroad and the steamship were the backbone of the nation's transportation scheme. The highways transport encroaches on neither, in fact, it is a vital supplement to greater efficiency to both.

Neither rail nor water transportation can begin to compare with the motor truck, either in speed, economy or reduced handling of merchandise and freight to the minimum by direct delivery from manufacturer to consumer.

Development of this innovation, too, is the Rural Motor Express, by which the city merchant, wholesaler and manufacturer obtains quick economic delivery direct from his business establishment to the rural consumer. In fact, the Rural Motor Express has made better delivery of his products to the city consumer, and at less cost. And while the Rural Motor Express and the long-distance freight, hauling by motor trucks, has made marvelous progress, it is a mere beginning for what is coming under intelligent and energetic development. It has come to stay because it is vital necessity to the up-building of the nation.

Wed Six Months, but Has Not Kissed Wife

KANSAS CITY, Mo., March 15.—A young woman applied to the free legal aid bureau in ten.

"I don't know that you can do anything for me," she sobbed, "but I want some advice so I can pass it along. My husband was the niftiest man before we were married. He didn't even try to kiss me or even hold my hand."

The lawyer smiled to encourage her.

"Well, we've been married six months, and he hasn't tried since," she sobbed.

THE HOWARD AUTO CO. ORGANIZATION INTEND TO ADD A CONSIDERABLE NUMBER OF OWNERS TO THE BUICK family during the coming week. FRANK SANFORD, local manager, is here shown dictating to his secretary the Buick plan of action for the show. In the background, to the right, is BOB THOMPSON, general manager of the Howard Auto Co., and in the "45" roadster is SALESMAN PETE CALLENDER, recently discharged from war service in the aviation branch.



Comparison Shows Auto's Growth

Early Models Seem Revelation

Mechanical Changes Are Numerous

The old time motorist who recalls the crude mechanical design of early automobiles—crude in comparison with the present type of motor car—will read the description printed below of an early model Peerless in which Charles H. Burnham, president and distributor, has an important share in designing, with considerable interest. There is information in it also for the later generation of owners.

Burnham, though still in his early "twenties" when the 1902 Peerless was announced to the public, was regarded as an authority on gasoline engined vehicles.

The story appeared in a late 1902 issue of the Motor Age, and follows:

"The Peerless Manufacturing company has entered for the Cleveland races a new racing car. It is rated at 18

horsepower and, except for the special body, it is the machine which will be sold as the standard Peerless for 1903. A number of improvements made the new car distinctive

from the 1902 model. The hood is much larger than heretofore and the water tank has an enlarged gas tank and is above and around the motor.

"The motor is a tv 6-cylinder horizontal and the water jacket is cast in one piece instead of divided into two sections, as in the past. Practically every bearing is lubricated from a single reservoir; the pump being driven to a secondary shaft via a worm gear.

The supply increasing with the speed.

The motor shaft is kept well lubricated by a pump taking in oil from the engine, the same amount of oil being supplied to the main shaft except that the latter is supplied from an independent oiler.

The speed changing device is of the slide gear type. The gears are well protected in an aluminum housing and there are four sets,

three forward speeds and a reverse. The highest speed is geared direct.

By pressing a foot pedal a brake is applied and the clutch is thrown out.

Between the speed gears and the motor there is a flexible shaft and between the gears and the rear axle there is another.

Keep your eye on the traffic officer or the proper signal.

Don't argue with the officer; you waste your time and the city's.

AUTO INDUSTRY SOON RESUMES PRE-WAR BASIS

It is typical of the American automobile industry that it is restoring pre-war conditions with the same energy and with the same speed that marked its entry into the war-work program.

According to Charlie Hobrank of Olson & Hobrank Auto Company, the Oldsmobile factories at Lansing have accomplished very nearly the impossible in this direction. "When the armistice was signed," commented Hobrank, "we were of the opinion that we could not hope to receive anywhere near our regular allotment of cars until some time next summer at least. But the usual three days had the surprise of our lives. Almost immediately the factory announced that limited passenger car shipments would begin in a few days. Following on the heels of this came the announcement that the Oldsmobile economy truck was ready for nation wide distribution."

HELPFUL HINTS

Q.—Would you be kind as to answer those few questions for me through the columns of next Sunday's TRIBUNE?

1.—Can a gear shift and clutch from a Ford car be used with any other engine?

2.—Can it be used with a six cylinder engine without changing any parts?

3.—Would it make any difference in the working of an engine to shorten the main driving shaft next to the rear axle?

Thanking you in advance, I remain,

A. R. FAIRMAN,
3339 Arkansas Street, Oakland.

A gear shift and clutch from a Ford car can be used with any other engine, but it would require a great deal of work making the change.

1.—It cannot be used with a six-cylinder engine without the changing of many parts.

2.—It would not make any difference in the working of an engine to shorten the main driving shaft next to the rear axle.

RETAIL SALES ARE FEATURE OF SHOW

demonstrators and salesmen talk to prospects. And you could always tell that the showgoers weren't interested as buyers. All they wanted was information.

This year it has been universally different. You see little groups about the booths—the salesmen and a man and wife. You catch a glance that they are not only interested in the car, but in buying it. The salesmen's actions show it, and the results show it. I venture to guess that the motor car shows of this year have seen more retail sales actually made on the floor of the exhibits than any previous ones."

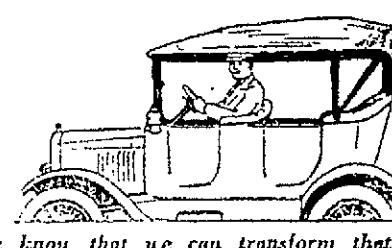
Put adequate lenses on your car and focus the bulb properly so as to come below 42-inch line.

Always keep to the right of the center of the street and near the curb.

Don't fail to report accidents to police.

DOBBINS TOP TRANSFORMER

ATTENTION: FORD CAR OWNERS



Do you know that we can transform that OLD STYLE 4 SEAT FORD into an UP-TO-DATE "ONE-MAN-TOP" in 40 minutes with a DOBBINS TOP TRANSFORMER?

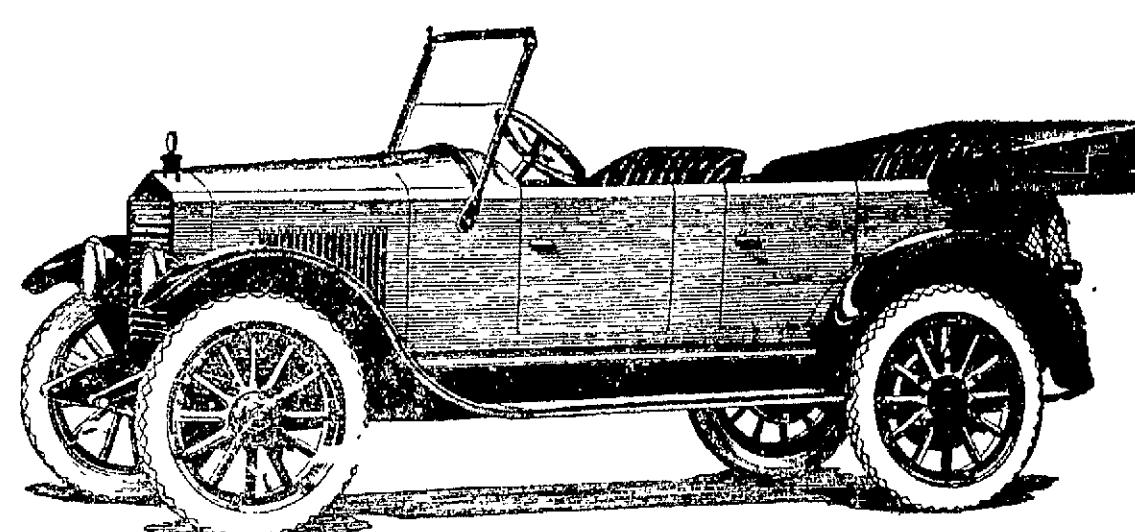
It adds 100% to the appearance of your Ford car and puts you in the class with higher-priced cars. You can get in and out of your car in less time and no danger of bumping your head or knocking your hat off. It gives you elbow-room and a clear view to either side. It does away with that "Squirrel-cage-like" appearance.

JOHN EDWARDS, 1836 Ninth Ave., Oakland
Alameda County Distributor—Telephone Merritt 2882

The Show's Only New Car--The Essex

New in Name and Type---Expected for Two Years

Has Special Position at the Show



Just to the Right of the Main Entrance

Everyone who goes to the Automobile Show will want to see the Essex, the only new car of the year.

Thousands have seen and ridden in it in Oakland since it was first shown two weeks ago.

Two Essex cars will make examination easy. If only one were shown thousands would be disappointed.

Has Economy of the Light Car, Comfort and Endurance of the Costliest

The Essex combines the wanted qualities of the two most distinct types of cars.

It has the economy and moderate first cost of the light car. And it has the performance, refinement and richness, the sturdiness and comfort of the large, costly car.

It is receiving the praise of all who have seen and ridden in it. Men who can afford only the cheap cars, but who appreciate the finer qualities that appeal to pride of ownership, hail the Essex as one to be proud of.

They speak of its performance as they do of large, costly cars. Even those who can afford such cars are saying good

words for the Essex. They are among the most enthusiastic admirers of the Essex, for it meets their ideals.

The Essex has many new mechanical improvements. It is replete in all details that make a car so desirable from the standpoint of comfort, sturdiness and performance.

You Should Not Only See It—You Should Ride in the Essex

You will be able to understand only half of its attractions if you don't ride in the Essex. We will have demonstrating cars just outside the Auditorium. Tell the attendant you would like a ride. He will arrange a demonstration that will reveal riding comfort and performance such as you have never seen in a car of its weight, economy or cost.

In making those statements we are merely repeating what everyone who has seen and ridden in the Essex is saying.

Don't forget the location of the Essex exhibit. It is the first space to the right as you enter the main auditorium. You will miss the most interesting exhibit in the show if you don't do that.



H. O. Harrison Company

28th and Broadway, Oakland

2352 Shattuck Avenue—Berkeley 2798



MOTORING IS DECLARED BIG AID TO HEALTH

By GEORGE LEE EATON, M. D.
Anything that lengthens life and promotes health and happiness while doing so carries its own "Welcome" sign pinned to its blouse, and it's manna and honey, locusts in the wilderness and a fair green oasis, all rolled into one.

The swinging and swaying of the auto, combined with the vibration, constitute an actual gravity massage for the internal organs, which tends materially to relieve constipation, promote a vigorous digestion and increase assimilation of food.

OVERCOMES ANEMIA

It is well known that whatever increases assimilation aids metabolism, which means the conversion of food products into tissue and the getting rid of effete material. This, in turn, increases the amount of iron in the system, thereby overcoming anemia and enhancing the oxygen-carrying power of the blood. For, be it known, the life-giving oxygen carried to all the cells and structures of the body, riding serenely on the backs of these little iron molecules in the blood corpuscles.

The muscles of trunk and abdomen are also constantly exercised by the unconscious effort to maintain the body equilibrium.

EXERCISE IN MOTORING

One who drives his own machine, however, gets even more exercise out of motorizing. For, in addition to the massage and the mechanical vibration, he is constantly exercising the muscles of the arms, shoulders, back and legs in manipulating the steering gear and in attending to the brakes. This may not put him in the class where he dress in a girdle, lean on a big knife and have his hillside muscles like a lot of fat full of sinews. But it does tend to give him a pliable, reliable and energetic muscular equipment, the best sort of an emergency equipment for general utility, to say nothing of cultivating courage and self-reliance and a quickness of perception and action in critical situations, which is of inestimable value in every phase of life.

Don't park your car for more than forty minutes between the hours of 9 a.m. and 6:30 p.m. in district No. 1 (See traffic ordinance for restricted districts.)

One Car You Should Surely Examine

As the pioneer and most successful example of high-powered scientific light-weight construction, the Oakland Sensible Six models on view at the Show deserve your serious attention.

Into them has been built a value and a capacity for economical service impossible at so moderate a price under any other manufacturing plan than that of Oakland.

The standard Oakland Sensible Six chassis, which is the foundation of all Oakland models, is the result of concentrating the entire manufacturing energies of one of the largest producers of automobiles in the world upon a single design.

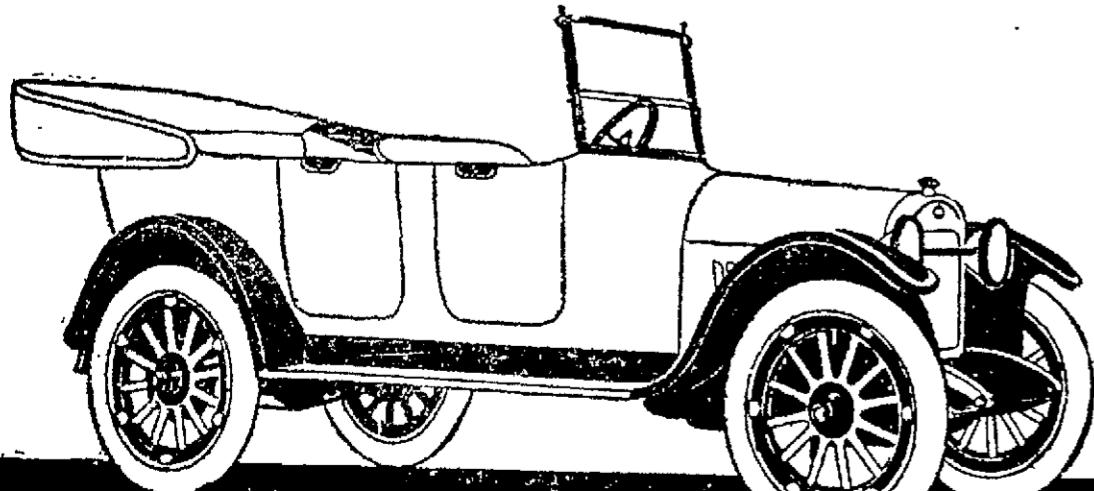
Upon this remarkable chassis has been contrived so much of roominess, comfort and good appearance, as to make the Oakland as pleasurable to drive as it is profitable to own.

Oakland occupies space on the main floor at the Show. The models on display are: the Touring Car, \$1255; the Roadster, \$1275; the Sedan, \$1895; and the Coupe, \$1895. Additional for wire wheel equipment, \$100. All prices F. O. B. Oakland.

CHAS. H. BURMAN
3074 Broadway

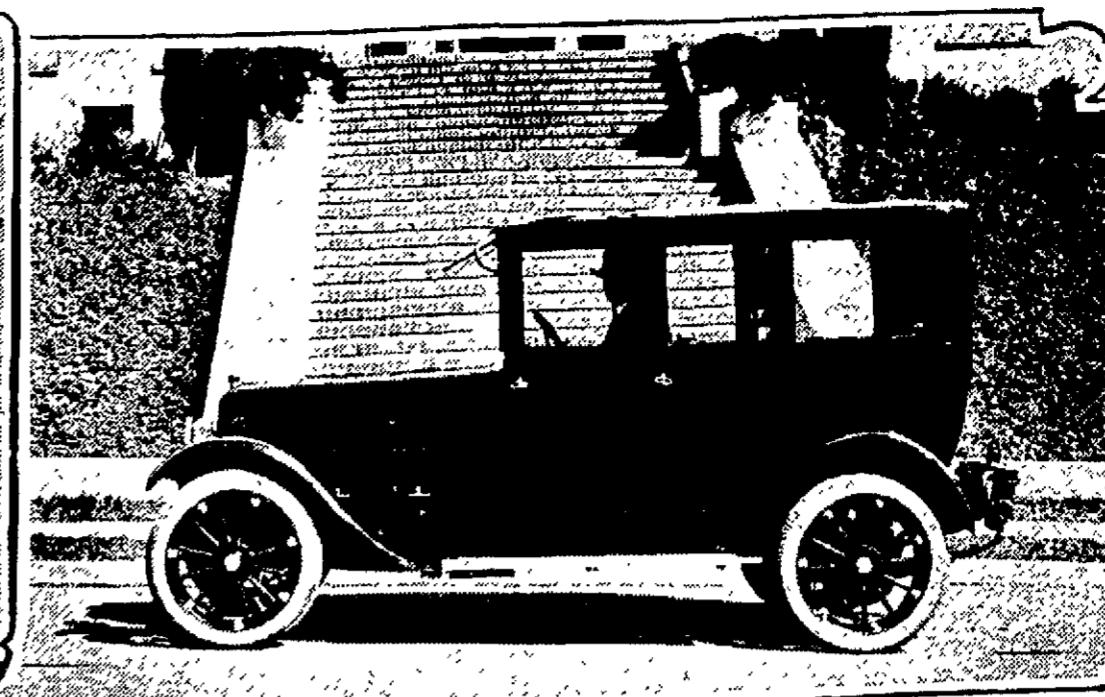
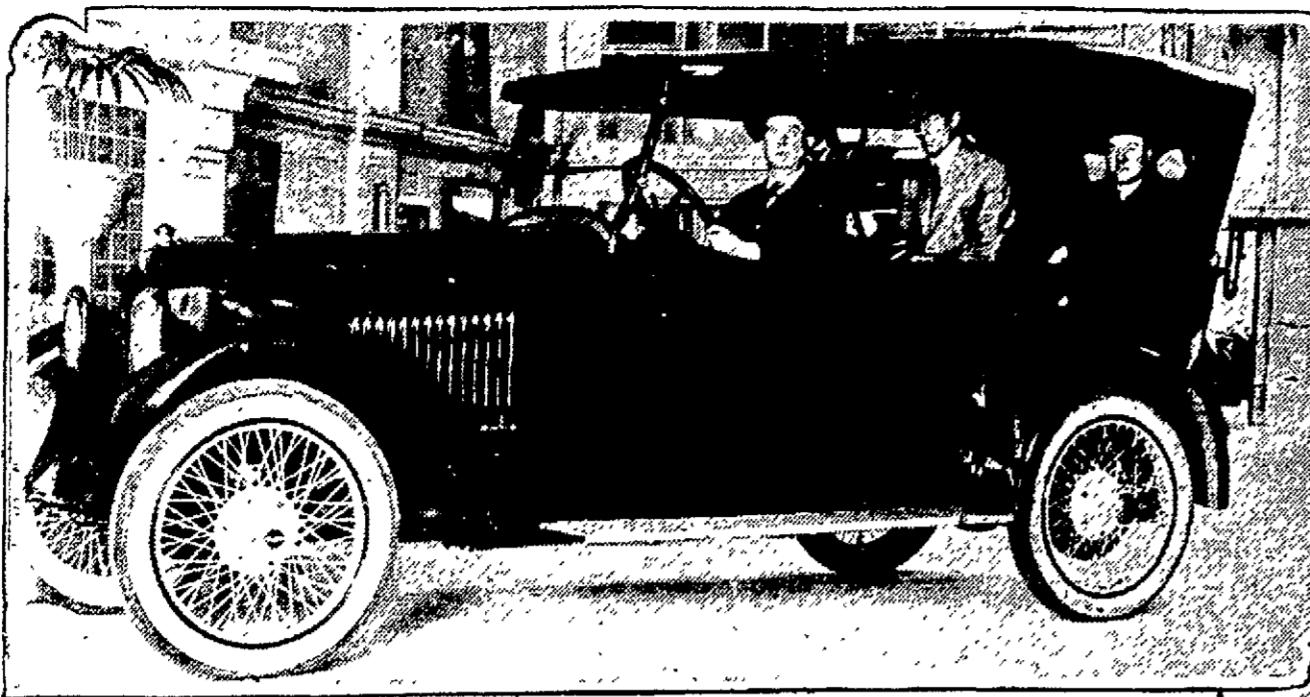
Phone Oak. 131

A Sensible Six Sold by a Sensible Dealer



OAKLAND
SENSIBLE SIX

HERE ARE TWO MODELS WHICH ARE DESTINED TO WIN MANY NEW ADMIRERS DURING THE COMING WEEK AT THE AUTOMOBILE SHOW. THE BIG SIX STUDEBAKER touring car on the left, at the wheel of which is EB. WELLS, general manager of the Weaver-Wells Co., and the luxurious Studebaker Sedan at the right have commanded admiration from every automobile enthusiast who has seen them. A complete Studebaker line, including the delivery cars, is to be shown by the Weaver-Wells organization.



TRUCK TO SET NEW MARK FOR YEAR, FORECAST

Business, the truck business in particular, is due to set new records for activity and prosperity during 1919.

That has the unanimous opinion freely expressed of prominent Republic truck distributors, recently called to the factory at Alma from specific parts of the country for the purpose of getting the dealers' views regarding two new models which the Republic Truck Company is just putting on the market—the model 19, Republic "Invincible," with a capacity of two to two and one-half tons, and the model 20, Republic "Dreadnaught," of three tons capacity.

The meeting was an informal conference. The regular annual convention of Republic distributors and dealers will be called in Alma at a later date.

The company wanted to ascertain the exact conditions in different parts of the United States and also get first-hand opinion on just how these new models met the requirements of every section.

Could a connecting rod break in the middle from any other cause but defective material? Answer: Improper alignment of the rod might cause breakage. A bearing tightened too much, so that excessive strain was brought to bear on the rod would cause a fracture.

FACTORY RESUMES PEACE ACTIVITIES

A largely increased allotment of Stephens' Salient Six automobiles is the

main object of a trip to Moline, Ill., on which W. J. Benson, northern California distributor of the Stephens, embarked.

Benson is attending a conference at the Stephens motor branch of the Moline Plow company of all the distributors of the car throughout the country. He will put in a bid for 1000 cars for his territory. He has just written to Bransch & McCordle of this city that he hopes to get many cars so dealers whom he supplies may be able to catch up on the orders which they have been unable to fill.

hope that the factory might "split the difference" with him.

HELPFUL HINTS

Can you tell me where a book is published called, I think, Dyke's Automobile Cyclopedie?

—Henry Martin, Dyke's Automobile and Gasoline Engine Encyclopedia is published by A. L. Dyke, St. Louis, Mo.

SIMPLICITY BIG FEATURE OF CAR

Simplicity—not alone in the control of the car, but in its every mechanical part—is the keynote of the construction of Dort motor cars, contends Carl Christensen, local Dort dealer.

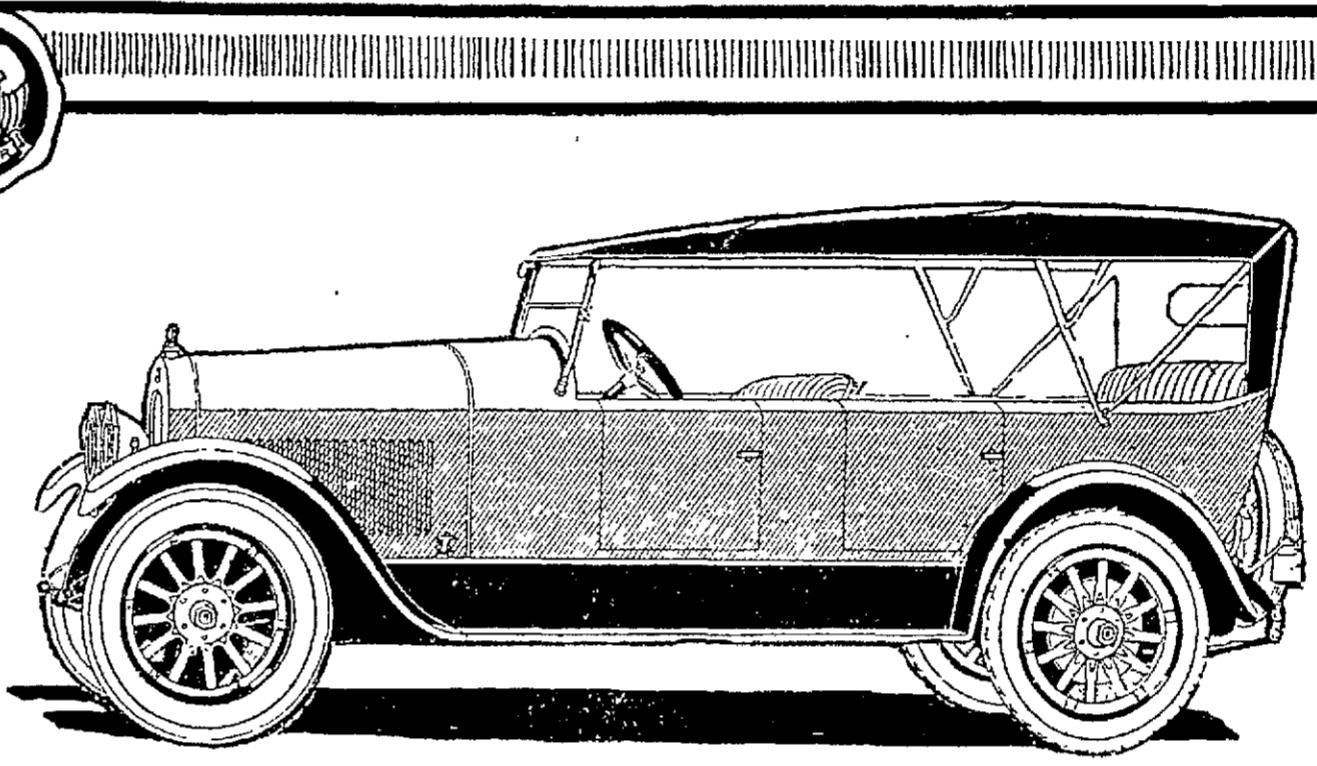
"The Dort ideal seems to be that of building an automobile in such a way that it can be cared for by the average motor car owner and also so that if it should require the services of an expert motor mechanic the owner will not be obliged to spend a lot of money to pay for the time required to 'get at it.'

"First and foremost in importance is the oiling system. A car well oiled is a car that runs best and the Dort oiling system makes it possible for any man, regardless of mechanical knowledge to care after a vehicle's lubrication. There are a certain number of grease cups and one pipe leading to a crank case for lubricating oil. All of these are accessible, even the dope cup for the clutch collar—a distinct Dort feature—can be reached by lifting the floor board."

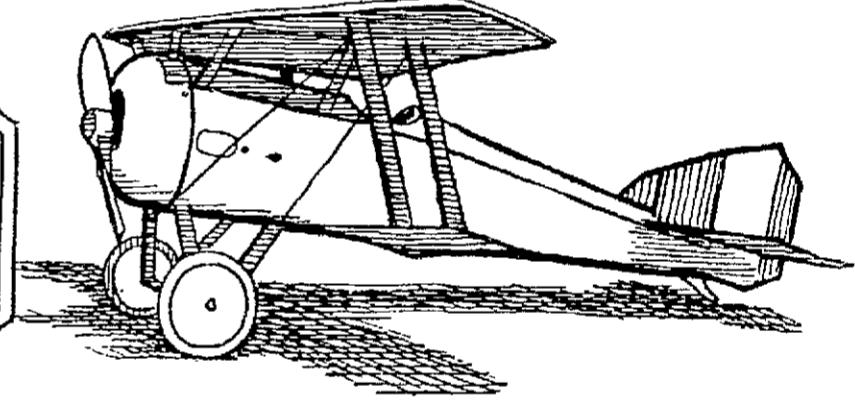
Foreign Demand for Motor Trucks Felt

We hear on every hand the report that the allied countries are making made it necessary for many industries to scramble for business, but it is just as true that peace is bringing many trade opportunities to take the place of those that were closed when Mars laid aside his armor.

One of the results of the termination of hostilities has been an increased demand for motor trucks in foreign countries, if one can judge from the recent experiences of Republic Motor Truck Company, Inc.



The Cole Aero-EIGHT



Double the Range of Performance Half the Cost of Operation

The same principles of strength, streamlines and fleetness that are a part of the swift pursuit aeroplane are also present in the aerotype motor car, the Cole Aero-EIGHT.

The new Cole tourster, with its low panels and high cowl, is at the zenith of aerotype streamlines. And the performance of the Cole Aero-EIGHT engine is excelled by no motor short of an engine actually mounted in an aeroplane.

Matchless in symmetry, unsurpassed in sturdiness and never failing in performance, the new Cole Aero-EIGHT takes its place at the Auto Show as a sovereign of fine motor cars.

All new models and exclusive styles are on display at the Auto Show.

CALIFORNIA MOTOR SALES CO.

L. D. ALLEN

Phone Oakland 3

3034 Broadway

Main Office, 1420 Van Ness Ave., S. F.

COLE MOTOR CAR COMPANY, INDIANAPOLIS, U. S. A.

Autoists of State Are Asked to Build Great Scenic Boulevard

SEEK FUNDS FOR HIGHWAY TO YOSEMITE

BLOSSOM TIME IS THE SEASON LOOKED FORWARD TO EACH YEAR WITH A GREAT DEAL OF KEENNESS BY MOTOR CAR OWNERS. IT SIGNALS anew the coming of balmy weather and heralds the call to the country. The orchard view pictured here is one of many close to Oakland and the two cars shown are Haynes models which the Phillip S. Cole, Inc., sent out to locate regions where the early blossoming was most pronounced.



Plans for the campaign to raise the money needed for the construction of a seventy-mile highway from Merced to Yosemite National Park will be formulated at a meeting of the committee of thirty of the Yosemite Valley Highway Association, to be held in the First National Bank building in San Francisco next Tuesday morning. The meeting has been called by Rudolph Spreckels, permanent chairman of the highway association.

In attendance at the gathering will be leaders of various commercial bodies of the state; good roads enthusiasts and representative automobile dealers. The committee from Oakland who will attend are Joseph E. Calines and Robert W. Maryland.

Northern, Central and Southern California are all pledged to back the campaign, though it is proposed to throw Yosemite park open to the motoring world this summer.

PHELAN TO AID CAMPAIGN.

Since the appointment of the original committee was announced last week, Chairman Spreckels has added two new members to it. They are United States Senators James D. Phelan and George A. Katchefler, a prominent business man of Pasadena. Senator Phelan is enthusiastic over the highway plan and has informed the Yosemite Valley Highway Association that he will do all in his power to further the coming campaign.

Plans for the highway, as outlined by engineers, call for the construction of the greatest scenic boulevard in the United States. Its completion will permit motorists to enter Yosemite Valley at an easy grade at any season of the year. With the completion of the highway, Yosemite promises to become the greatest winter playground in the world. Throughout the winter months there is ample opportunity for sleighing, skiing, skating, snow-shoeing, tobogganing and winter sports. Although there is plenty of snow in Yosemite Valley throughout the winter, government records show the temperature seldom has a biting coldness.

NEED \$1,000,000 MORE.

Of the total amount needed for the construction of the highway, the sum of \$700,000 is now available from federal and state funds. Under the plan outlined, the \$1,000,000 remaining to be raised will be subscribed by the motorists of California.

Each automobile owner will be asked to contribute \$5 toward the highway fund. In return for the \$5 the contributors will receive automobile permits into Yosemite National Park. These permits will be issued by the government and will be good for any one of several succeeding seasons. Thus every contributor will receive something of real value in return for the \$5 turned into the fund.

WILL ATTRACT TOURISTS. It is felt that the members of the Yosemite Valley Highway Association that the new highway will encourage thousands of tourists to visit California during the winter months. For the first time the scenic wonderland will be easy of access to all portions of the state at any season.

It is pointed out by members of the Yosemite Valley Highway Association that it is not feasible to wait for state money for the highway to become available through bond issues. Bond money would be available several years away, when the development of Yosemite as a winter resort would be deferred indefinitely. The State Highway Commission does not contemplate the construction of a concrete highway to Yosemite Valley, according to declarations made by its members. Should the construction of the scenic road be delayed until such time as the state

Shows Gloves Worn at Lincoln's Funeral

TOPEKA, Kas., March 15.—The gloves and cap he had worn as a guard at the funeral of Abraham Lincoln were exhibited at the Topeka Historical Society by the Rev. A. N. See, during Lincoln Day program here. The Rev. Mr. See, who lives at the home, told many incidents of his associations with Lincoln.

ROUNDUP CELLS. Increased amperage may be secured from party run down dry cells by crowding the material near the carbon element down with a small bit of wood and a hammer. This loosens the soldering material around the carbon and permits free electron action. The asphaltum material may be sealed again by the use of a little heat.

PUMP LUBRICATION.

In repacking the gland of a water circulating pump use plenty of graphite with the packing. The spindle is seldom sufficiently lubricated and the graphite will go a long way toward remedying this. Glycerine in the cooling water, which is used in connection with alcohol as an anti-freeze medium, seems incidentally to help lubricate the pump.

Keep your eyes open and your head up when crossing the street.

When in doubt—STOP—SAFETY FIRST.

could undertake it, the state would construct a dirt road.

The definite plan for the launching of the campaign for funds and other details will be worked out at next Tuesday's meeting in San Francisco. From present indications no appeal for funds will be made until after the Veterans' loan in April.

The construction of the highway will employ thousands of skilled and unskilled men. With a gigantic \$1,700,000 project under way much would be accomplished toward the solution of the unemployment problem in California should it become acute through the continued demobilization of fighting men from overseas.

DePalma Using Aviation Motor

Official Sanction in Test Sought

Plenty of Room to Make Trial

(By Special Correspondence)

LOS ANGELES, March 14.—Ralph De Palma and his aviation-motored Packard Twin Six appeared at Santa Monica today to show the motoring public how to travel a mile on the course at Santa Monica few hundredths of a second faster than they rode at Daytona, Florida.

The intrepid Italian has applied to the contest board of the A. A. A. for official sanction for a speed trial at Santa Monica tomorrow. He has a four-mile straightaway, on which he can get a two-mile flying start, run a mile at top speed, and still have a mile left in which to check his flight before going into one of the turns.

There is no intention to compete in the race to follow the exhibition because De Palma's mount is not fitted with the brake equipment necessary for the type of racing planned for that meet. He has an airplane-motored Packard special.

capable of 120 miles per hour, with which he will be seen in competition one-fourth mile to ten miles.

The special body of "the fastest car in the world" is something new in chassis design. It was fashioned in the light of aviation experience, and is a remarkable study in streamlining. The whole effect is that of an airplane on wheels.

The vehicle has assumed a light cream color, and when it is under way its coming is heralded by a sustained humming of the aviation engine, its passing by a flash of deeper sunlight along the course, and its going by a thunderous roar which actually increases for a time after pilot and car have disappeared down the track.

cular speedways, over distances from one-fourth mile to ten miles.

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CLEAR VISION.

Strong soapsuds made from automobile soap and rubbed on the glass of the windshield and allowed to dry will prevent fog or rain from obscuring the vision through the glass. Kerosene is sometimes used, for this purpose, but it does not last as long as the above, and glycerine is also recommended.

CLEANING VACUUM TANK.

The tank of the vacuum fuel feed system should be cleaned out at least once a month. The tank itself often is not hard to carry out. The top of the tank should be removed and the inner vacuum chamber be taken out.

This enables the operator to reach the lower chamber, from which all dirt should be removed.

11 Buttons from Hun Make Belt

SYRACUSE, N. Y., March 15.—With his belt containing eleven buttons taken from the uniforms of Germans he had killed, Private John Kline of San Diego, Cal., passed through this city on a troop train. There was also in his belt a bullet extracted from his own leg which had reached him from a machine gun. Kline said the buttons had been secured in the St. Mihel sector.

HOME MADE VAPORIZER.

Wire cloth of the kind used in milk strainers may be used to make a very effective vaporizer by placing a section of it on both sides of the gasket between the carburetor and the intake manifold. This serves to break up the fuel into finer particles, an operation that assures vaporization.

CLEANING TERMINALS.

A strong solution of soapsuds is the best agent for cleaning battery terminals that have become corroded. After drying the terminals should be coated with vaseline.

Don't cross street in the middle of the block.

TRANSPORT IS BIG PROBLEM FACING WORLD

SHORATAGE OF AUTOS IN 1919 TO BE LARGE

"Every month, week, day, in every season, day and night, is the performance range expected by every motor truck owner," says Clifford A. Williams, director of sales of the Kissel Motor Car Company.

"The world is a market American-manufactured goods—a hundred million mouths are crying for American food—an equal number of bodies are shivering from the lack of American clothing."

"It isn't a question of production—the war program turned this country over night into a vast producing community. Transportation—as continuous and uninterrupted, as the ocean tide—what is needed to turn a threatened liability into a national asset."

"Uninterrupted transportation has become industrial America's slogan just as it has been the Kissel watchword for thirteen years. The days of truck selling are past—those of supplying uninterrupted transportation have taken their place."

"Probably one of the biggest fields of usefulness for motor trucks is the rural express route. Although this work has only been started in the United States, enough has been done to prove that such routes are a complete success financially for the owner and from a standpoint of service to the public," says G. A. Kissel, president of the Kissel Motor Car Company.

"With such assurance, it is safe to predict that the rural motor express will grow at a rate that will astonish even those who are most confident of its future. Prospective truck operators should not make a mistake of waiting for good roads to be built before starting local motor express routes. Good roads will follow the establishment of local truck lines, and the public will find it so convenient and necessary to keep these lines in continuous operation that three will be willing to be taxed for road improvements."

TIME, EFFORT REQUIRED.

"It is evident that under the most favorable conditions much time and a great deal of effort will be required to convert them from their war work activities to their regular production. They must, in addition to changes in production, overcome the difficulties of securing the necessary quantities and sizes of special iron, steel and other materials."

"Likewise, the big problem in marketing livestock is to get the cattle to market in the quickest possible time in order to prevent loss of weight and insure delivery in the best possible condition, to secure the highest prices. If cattle are driven to market in an exhausted condition, losing considerable in weight and still more in appearance.

"For these reasons many cattle raisers and ranch owners are adopting motor trucks for hauling cattle, and they are finding that the saving in time alone is more than paying for their investment. The saving in loss of weight and appearance of their cattle is remarkable.

The motor truck has proven of

Owing to the relatively small production in the last two years there is a shortage at the present time of 700,000 automobiles. To make up this deficiency the output of automobiles in 1919 should be about 8,000,000, but it is doubtful if the industry can readjust itself rapidly enough to accomplish more than half for this, and it would hardly be wise policy to attempt to do more than this.

Hugh Chalmers, chairman of the war service committee of the National Automobile Chamber of Commerce, New York, cites these deductions regarding the present status of the automobile industry in a special compilation which he prepared for Automobile Topics, the trade authority.

STRIDES IN INDUSTRY.

The industry, he says, is making strides in readjustment and promises to continue during the first to attain full recovery. From the war over toward production demonstration to itself and the world its unusual versatility and recuperative powers.

"Normally the automobile output increased at the average rate of 40 per cent a year, had this rate prevailed during the last three years, the output last year would have been 2,250,000 cars," Mr. Chalmers states. "This would have been double what it actually was. In 1918 and 1919 there were abnormal increases of 50 and 80 per cent, respectively. In 1917 the increase dropped 17 per cent, and in 1918 of 20,000 cars, today represents the difference between actual production during the last four years and what it would have been under the normal 40 per cent rate of increase."

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"When the automobile industry got into war work it got clear in, so that many of the supply concerns, makers of engines, transmissions, axles, etc., will themselves have to get materials and make up their units before the car producers can assemble complete automobiles."

"In helping the farmer raise the bumper crops that have so clearly demonstrated his patriotism and he now realizes the truck is a necessary part of his equipment."

Don't cross in front or rear of street car from which you have alighted—wait until it has pulled out of your way.

Granfield-Baston Tire and Supply Co.

OAKLAND BRANCH OF

Guarantee Tire and Supply Co.

OF SAN FRANCISCO

ANNOUNCE

the purchase of the entire stock and good will of the

RECORD TIRE CO.

CORNER 23D AND BROADWAY

which makes them exclusive distributors

FOR

Diamond Tires

IN SAN FRANCISCO, SAN MATEO, ALAMEDA, CONTRA COSTA AND SOLANO COUNTIES

Mr. A. J. Donovani, former manager of the Record Tire Co., has been retained as manager of the new firm.

A old friend, an old pipe, an old book, a comfortable chair before the fireplace—comfort.

The open road, the glorious California sunshine, the beautiful scenery of the Golden West, a Hupmobile and again—comfort.

Just as old friends are best, and old books most loved, so time-tested cars of proven worth are surest to satisfy your every requirement.

Hupmobile—The Comfort Car

See the Exhibit at the Show

Osen & Hunter Auto Co.

12th and Jackson Sts.
Phone Oakland 4076

3080 Broadway



A Wonderful Car! A Remarkable Price

Beauty, power, and stabilized prices without question make the Oldsmobile the most attractive motor car purchase on the market today.

Beauty and power in the Oldsmobile are recognized characteristics, fortified by a reputation extending over twenty-one years.

Economy of operation, economy of upkeep, economy of time, true utility—are also qualities which make it a thoroughly sound investment.

The various body styles provide a wide range from which to select—and we shall be glad to demonstrate the car of your choice if you will call or phone.

See the Exhibit at the Show.

Prices stabilized by factory authority.

SIXES—\$1295 EIGHTS—\$1700

Prices F. O. B. Factory.

OSEN & HUNTER AUTO CO.
12th and Jackson Sts.
Phone Oakland 4076.

3080 Broadway.
Phone Oakland 2933.



REAL SERVICE BOOSTS LOCAL BATTERY SALE



TRANSMISSION IS OFT FORGOTTEN BY AUTOIST

Claiming as the main reason for the rapid growth of the local Willard battery business, Ernest E. Fetter, general manager of the Auto Electric Service Company, cites the strict enforcement of a real service principle and a resultant advance to a position of being one of the largest storage battery stations in the country.

The aim of his organization has been since its inception the duty of keeping every user of this make battery satisfied in every particular and the delivery of treatment necessary to prolong their service. Testifying to the success of that principle is the volume of trade which has been built up in eighteen months, justifying within that period the creation of a branch in Berkeley and the opening of four other service stations throughout the county to supply Willard demands. Alameda, East Oakland, San Leandro and Hayward are points where motorists can receive direct and special care when a car for battery service is needed or advice on battery care is sought.

Evidence of the reputation which is being built up in California cities, among other stations, is the receipt almost daily of orders to ship batteries and parts not available at times even at the main distributing centers.

Within the past week a carload of Willards was received by the Oakland house, marking the third shipment of this size to come here within six months.

OLD BATTERY TERMINALS.

The cable terminals of old storage batteries frequently slip into the battery connector so far that the cap screw does not draw the connection to a tight fit. This results in high resistance and eventually prevents enough current getting across from the battery to start the engine. If lead foil is wrapped around the cable terminal when it fits the battery connector a really tight fit will be

HANDY BRUSH.

A small brush, say five inches long with stiff bristles may be made into an exceedingly useful tool by screwing it to the end of a handle purchased for not more than a half dollar. With this brush it is easy to clean off spring leaves and to get at other parts that are located in inaccessible positions.

Velie

The Quality Car

The Motoring public has definitely placed its approval on the Velie Six. This has been conclusively proven by our record of sales during the past sixty days.

An ever-increasing number of people are buying their motor cars as the result of their own judgment and their own investigations—not on salesmen's conversation.

That, of course, partly accounts for the increasing number of Velie sales—for Velie shows strongest in competition—it's many good features are best emphasized by comparison.

A proven quality-economy car with the reputation of the Velie name behind every one that is sold.

\$1695 HERE

PACHECO AUTO CO. Inc.
2901-09-15-19 Broadway—Oakland

Lakeside 1929

The distinguished service rendered by the Cadillac in France is paralleled in less heroic environment, by the everyday experience of Cadillac owners

DON LEE

2265 Broadway



Tire-Changing Contest Rules Given Will Prevent Any Misunderstanding

New rules governing the tire-changing contest, one of the big features of the annual theater party given by the Alameda County Automobile Trade Association, have been sent out to prospective contestants as well as to mem-

bers of the association.

They are so clearly set forth that officers of the organization assert no possible misunderstanding can arise in future contests.

William Jurgewitz, best known as "Bill, the Tire Man," is chairman of

THIS MORELAND CHASSIS REPRESENTS THE LATEST type of Moreland truck. It has been shipped here in time to exhibit to local truck users. Mercantile houses of all kinds are intensely interested in motor transportation improvements and in this model will be found several interesting advancements.

the event and to him there is no need to apply for additional information, if such is necessary, covering conditions by which entries will be accepted. The rules follow:

Any new 35x4½ tire without alterations or additions thereto, can be used in this contest, applied on any detachable rim and inflated to a pressure of eighty pounds with valve cap attached to tube.

Kellogg's standard double-acting pump must be used and no alterations or additions can be made.

Tires, tubes, rims and pumps to be furnished by the contestants. Tires on rims must be at the optimum pressure at 5 p. m. on the night of the contest, for final inspection by chairman of tire-changing committee.

Rims must be submitted to William R. Jurgewitz for approval not later than three days before contest and no changes shall be made on rim after approval unless consent of William R. Jurgewitz is obtained in writing.

The tires on rims will be placed around the stage in a circle, each contestant drawing for position at a previous meeting. At the given signal each contestant will proceed to let the air out, remove the tube entirely from casing, replace same and pump to eighty pounds pressure. The valve cap does not have to be put on. Place the rim over blocks that are provided with numbers. After tire is placed over

block it shall not be touched by any contestant.

The contestant finishing first will place his rim over block No. 1, the next contestant over block No. 2, and so on until all have finished.

After the curtain drops the referee will then take reading of the numbers and those under eighty pounds will be disqualified. The referee's decision is to be final.

Contestants may compare their gauges with the official gauge any time before the night of the contest.

Any contestant violating any of the above rules shall be automatically disqualified.

PRIZES.

First—TRIBUNE silver trophy to be won three times by the same contestant for permanent ownership, and \$25 cash.

Second—\$10 cash.

Third—\$10 cash.

Fourth—\$10 cash.

With the fourth it is won three times by same contestant he cannot again enter a free-for-all contest.

If necessary there will be an elimination contest and all contestants must appear and qualify on proper notification.

Entries close 5 p. m., April 21, 1919.

CUTTING GASKETS.

Every one who owns a car has had difficulty with cutting gaskets. Try this method the next time: Put the material—asbestos, felt, paper, etc.—over the hole for which it is being cut. Take a ball head hammer and tap on the material over the hole. Then tap this first hammer gently with another hammer and the gasket can be cut without the frayed edges that are so annoying.

Army Auto Sale Stories Denied

That the army authorities are disturbed over the rumors concerning the sale of army motor vehicles is indicated in a statement issued by Brigadier General C. H. Drake, chief of the motor transport corps, and all others interested.

"Numerous and persistent reports have reached this office to the effect that various camps and depots of the motor transport corps are disposing of excess automobiles by private and public sale."

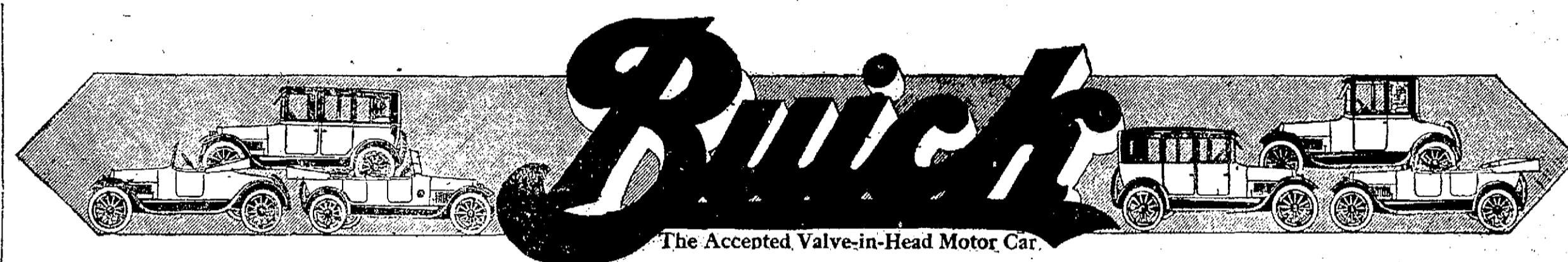
"None of these reports can be found on fact, as there is no authority whatever of such action, executive or legislative, which has passed beyond the stage of usefulness on account of having been wrecked or worn out, and for this class a proper channel for disposal is provided in A. R. No. 75, as amended."

"All commissioned, non-commissioned enlisted and civilian personnel of the motor transport corps are directed to contradict in their notice unless they can be substantiated. In which event no record need be kept. If vibration is present the instrument should be removed from the engine frame to steady it, also taking the strain off the intake pipe."

CARBURETER VIBRATION.

In fitting a new carburetor be sure that there is no looseness to cause vibration, because if there is, breakage of the carburetor is inevitable result. If vibration is present a small iron bracket should be fastened from a nut on the engine frame to the instrument to steady it, also taking the strain off the intake pipe.

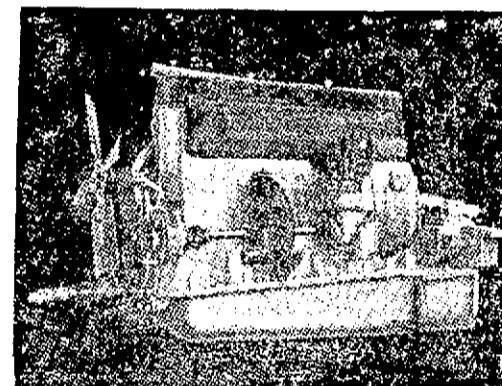
One of the Attractions of the Auto Show Will Be the Display of



The Accepted Valve-in-Head Motor Car.

Open and Closed Motor Cars--See Them

Acknowledged the Leader Among Motor Cars



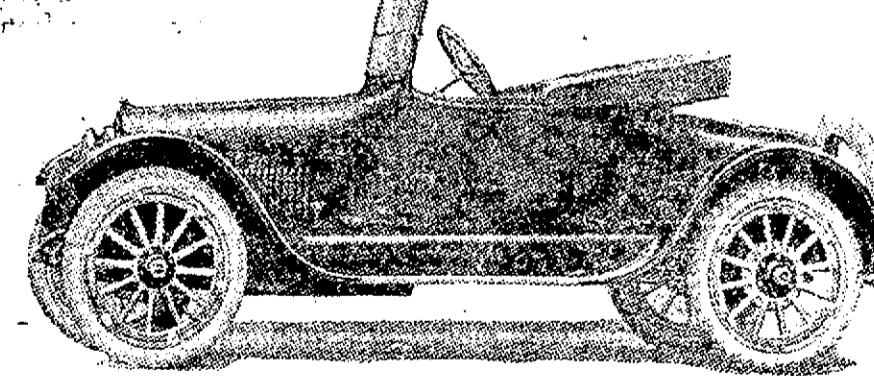
The Automatically Lubricated Buick Motor

Valve-in-Head Motor Cars have exercised a profound influence on automobile design and manufacture ever since their introduction nearly twenty years ago. The six new 1919 Buick models are the fruit of this unparalleled adherence to a correct engineering principle.

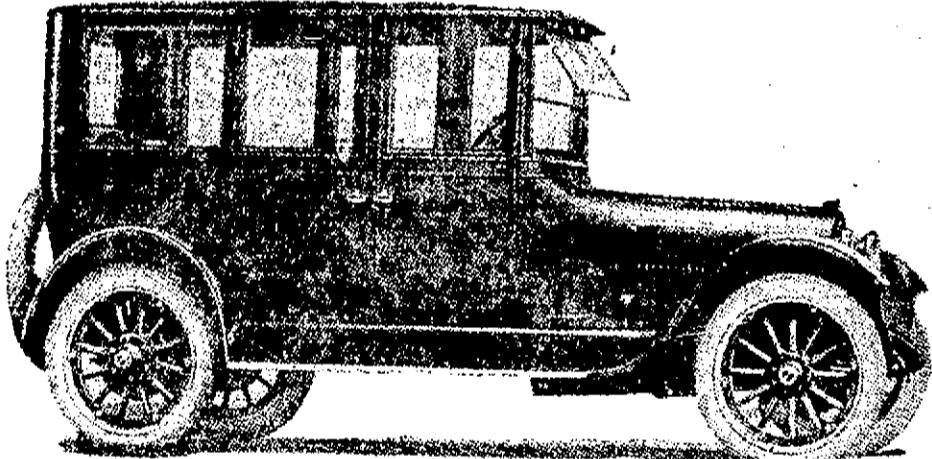
We have arranged a complete display of the 1919 line. Every Buick model, whether it be an open or enclosed type, has an appealing merit which will please show visitors. Stop at our booth and examine the new cars.

Luck, chance or advertising never made the Buick famous. In the last fifteen years over 500,000 Buick Valve-in-Head Motor Cars have, without exception, been more reliable and developed greater power and speed on less fuel than any other motors of equal size. Aeroplanes and submarines, where the slightest motor mistakes invite destruction, universally use valve-in-head motors for the same reasons. Buick Valve-in-Head Motor Cars have and will run 10,000 miles or 100,000 miles over hills or any roads with more certainty and on less fuel than any other motor cars that receive the same care. A BUICK HOLDS THE WORLD'S GREATEST MILEAGE RECORD—302,000 MILES.

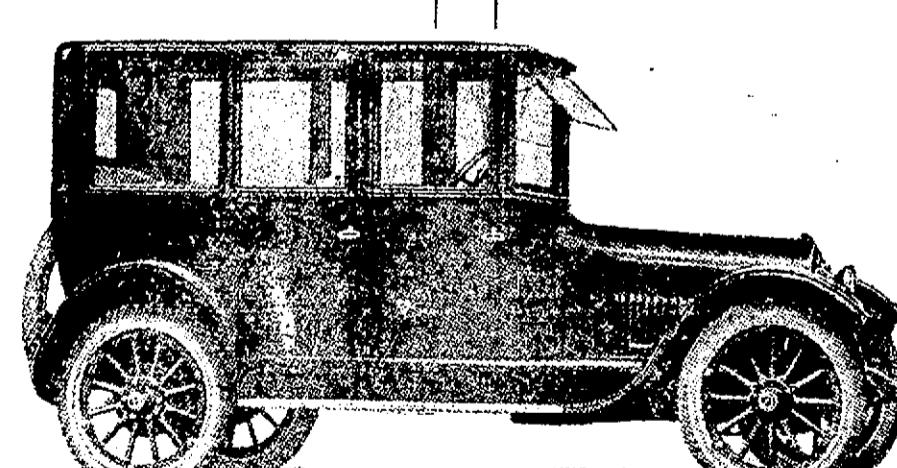
Buick cars are being built again in great quantities. Buick cars are guaranteed for one year—few motor cars are guaranteed over ninety days. This FIRST PLACE CAR and Howard service are worth your FIRST PLACE CONSIDERATION.



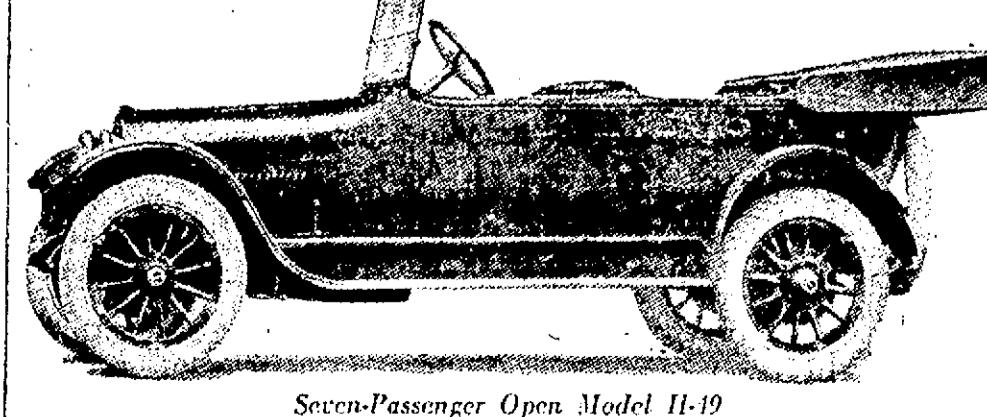
Three-Passenger Open Model H-44



Model II-50—Seven-Passenger Sedan



Model H-47—Five-Passenger Sedan



Seven-Passenger Open Model II-19

1919 BUICK MODELS

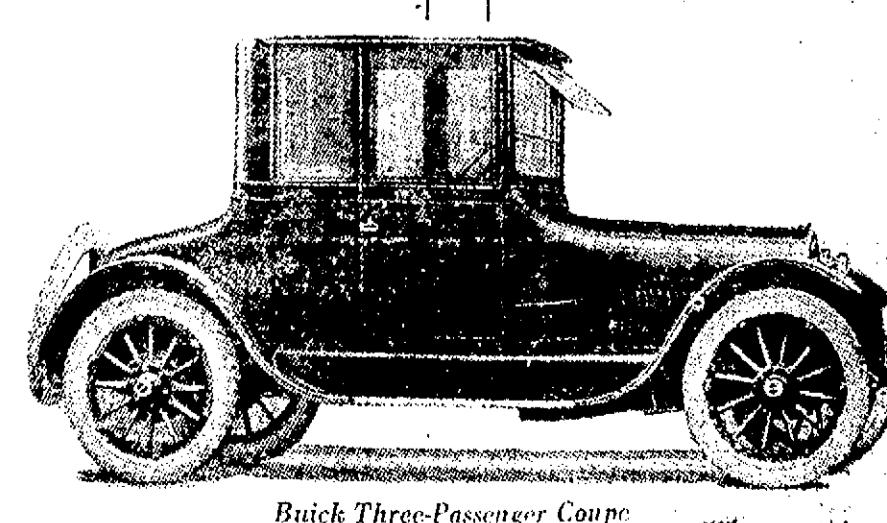
H-6-44 Runabout
60 H.P. 33x4 tires 118-inch wheelbase
II-6-45 Touring Car
60 H.P. 33x4 tires 118-inch wheelbase
H-6-46 Touring Coupe
60 H.P. 33x4 tires 118-inch wheelbase
H-6-47 Touring Sedan
60 H.P. 33x4 tires 118-inch wheelbase
H-6-49 Seven-passenger Touring Car
60 H.P. 34x4½ tires 124-inch wheelbase
H-6-50 Seven-passenger Touring Sedan
60 H.P. 34x4½ tires 124-inch wheelbase

To Save Time Is to Lengthen Life

Order Your 1919 Car at the Auto Show to Insure Early Delivery.

World's Largest Builders of Six-Cylinder Automobiles

Howard Auto Co.
3300 Broadway, Oakland



Buick Three-Passenger Coupe

MAKING OVER TOP ADDS TO VALUE OF CAR

Within the past few years there has come to be a sort of basic standard in automobile bodies and tops, so that a car of this year's vintage does not look very different from one built two or three years ago, except as regards the shabbiness of its finish. This works out to the advantage of the owner, in that he can, as need arises, renew top and curtains or any other part of the upper works and have practically a new vehicle.

As far as the body goes, it is simply a question of sending it to the paint shop and having it refinished in whatever color the owner may fancy. For the top, the problem is a little more complex, because there are a number of different materials that may be used, and it may be of interest to the car owner to review the possibilities along this line.

"THE BEST" PAYS.

In the first place, the car owner should know that the best materials that can be put into the top and the best workmanship will make the total cost only slightly higher than poor material and unskilled labor. Indeed, the man who possesses a little skill in mechanics, it is possible to get a top covering already cut to fit the framework of the top that is fitted on his car and himself put it on. But the problem in either case comes down to the material used.

For the service to be demanded of the top material must not stain or stain easily. It must not fade readily nor become lusterless. It must not absorb dust and it must be easy to clean. Of course it must shed water.

The tops used in the early days were either of leather, which serves very well, but is expensive, or of heavy water-proof duck. This latter material has many drawbacks and is not generally used today, because we have found a number of other materials that serve the purpose better, without adding greatly to the cost.

Of the cloth top materials mohair is perhaps the most popular. This cloth has a sort of lustrous surface and it sheds water very well. It has the disadvantage of fading rather badly and absorbs grease and dust. Frequent folding gradually wrinkles this material, and in some cases it is also subject to shrinking. The latter condition is a serious failing, because it means that the top is going to be pulled out of shape, the curtains become too small to fit the fasteners that are intended to hold them in place and the result is not edifying.

The leather top of other days was not much used now, for the simple reason that its cost is prohibitive. Also leather is not waterproofing, especially during the changes of temperature to which the top is subjected. The leather loses its resiliency and tends to crack under the constant folding and creasing.

NEW MATERIALS DEVELOPED

Within the past few years a number of materials have been developed, which have a smooth surface, which dirt and dust cannot penetrate and which grease does not stain. These are the type commonly referred to as imitation leather. They really parallel more or less the nature of cloth. They are smooth-surfaced, pliable, with the surface grained to resemble leathers of various sorts. There is rubber or a similar compound in their coating, which makes them waterproof. By the nature of their compounding they are very flexible, so that the creasing and folding necessary to make them fit nor cause them to crack as real leather does. These materials do not fade, so that it takes longer for them to become shabby.

It is a good idea when the job of doing over the top is under way to have an envelope made for housing the top when it is down. This will naturally be of the same material as the top itself, and the leather imitations spoken of before are particularly useful here, as the top may be cut to fit, to get more or less material and grace of line.

In cases where the top is of the "Springfield" type, that is to say permanent, it requires refinishing after a certain amount of service, just as the ordinary cane tops do. This may be done in one of the leather imitations; in fact, it usually is.

CHANGING COLOR.

Car owners should be very careful in one respect, and that is in making a change of color of top and upholstery, the interior trim, door knobs, door pads, pockets, etc., must be changed to harmonize with the new shade. In connection with the upholstery it is worth noting that there are a number of combinations to choose from, as well as solid colors. Of course, Spanish leather of the best grade is unapproachable for this purpose, and split leather in the imitation leather is the next best; in fact, they are very much superior to a poor grade of leather.

A word as to the upkeep of top and curtains may not be amiss, since cars in this respect will postpone the inevitable day of replacement. A brisk brushing with a stiff whisk broom should be given top and curtains at least once every week. This serves to keep the dust out of the material. The same applies to the upholstery. For washing the top, the best medium is castile soapsuds and water applied with a generous allowance of olive oil.

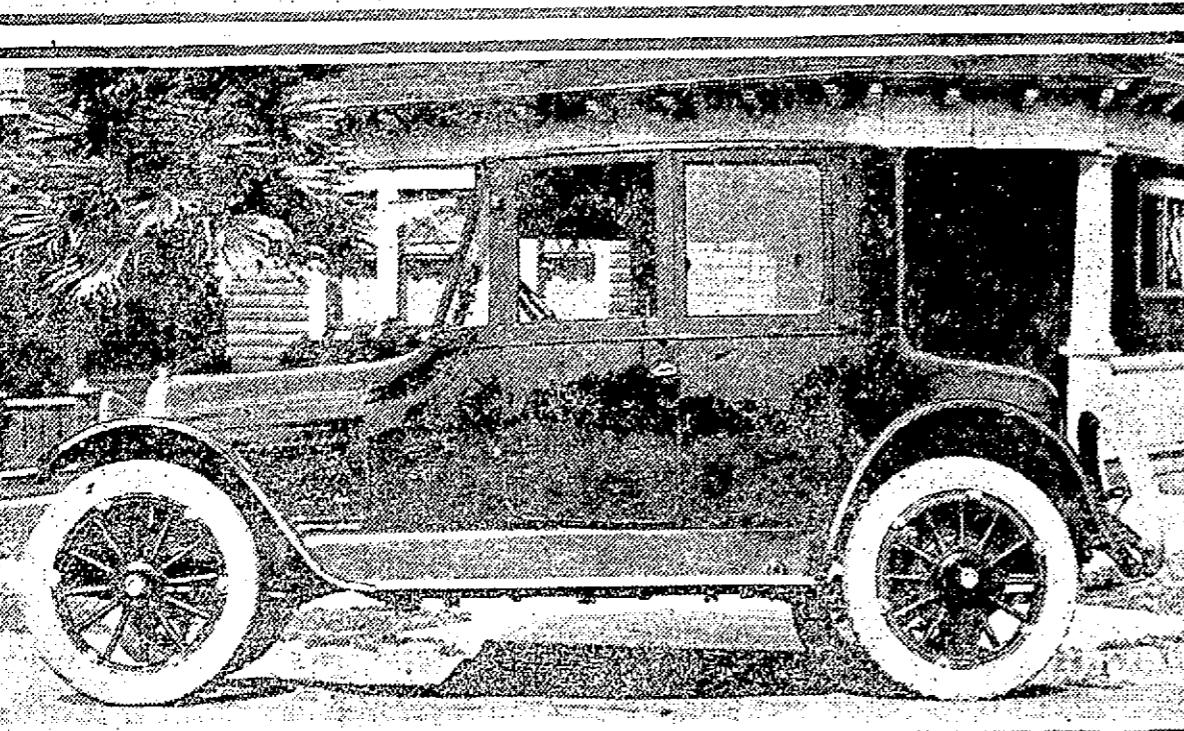
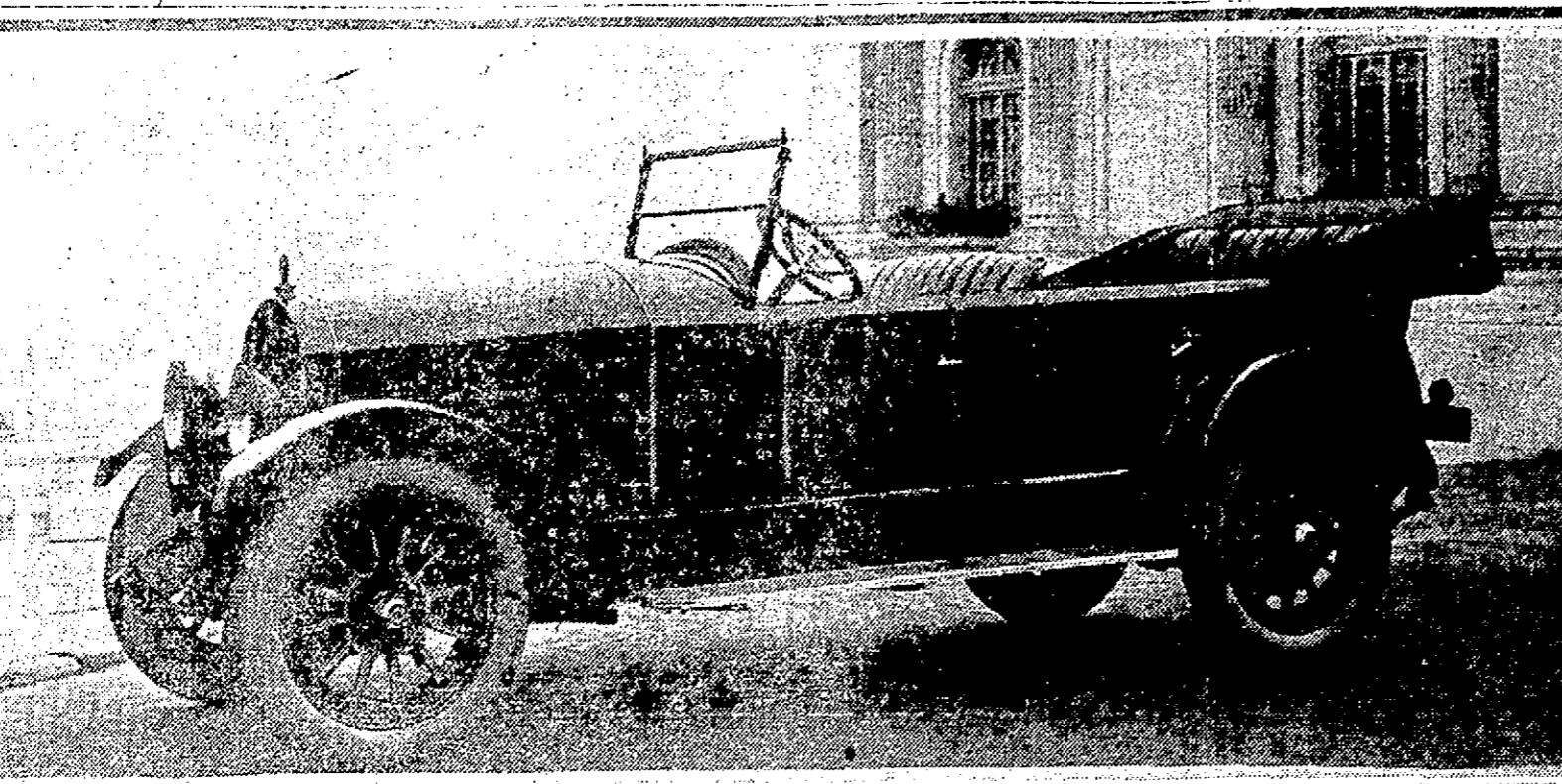
The material should then be rinsed in lukewarm water. Most of the top materials have rubber in their composition, which means that gasoline should not be used for cleaning them. This is a point to be noted, as it is a mistake very commonly made by car owners, even by those who are not new at the game.

In conclusion let it be emphasized that top replacement the very best costs so little more than the poorest and yet gives many more years of service than that which should be considered. To organize a well established and reliable job maker, or if you are going to do the work yourself buy a ready made top of a well-known material. There is never any real saving trying to cut down the first cost.

BATTERY CO. MADE SIGNAL SERVICE STATION

The Oakland Battery Company has recently been designated as the official installing station and distributor for the Diamond Stop Signal, in addition to their agency for the Ever-ready Battery. With a following that runs way up into four figures and the reputation of always having "Service First," in mind the Oakland Battery Company has become one of the foremost battery shops on the row. The testing and repairing service is rendered on all makes of batteries but especially the Ever-ready.

THE AEROTYPE STREAMLINES OF THE LATEST COLE EIGHT TOURSTER WHICH THE CALIFORNIA MOTOR SALES Co. will exhibit at the automobile show denote an advancement in automobile design that is very interesting. It has made the Cole one of the popular high-grade present day motor cars.



CONSTITUTING ONE OF THE MAIN OLDSOMOBILE EXHIBITS THIS WEEK WILL BE the Coupe, a model which Olsen and Hunter Auto Company is finding exceedingly well received by buyers in this section.

Traffic Rules for the Children Hints for Parents and Teachers Auto Accidents Can Be Reduced

Children's safety should be the first consideration of every motorist, the motorist must never feel that the responsibility is at all with the child as long as the boys or girls are in sight."

The following rules for the guidance of children in crossing the street are offered, and if these are impressed on the minds of the children by parents and teachers, the rules will be helpful in avoiding accidents. Christensen's rules follow:

"Give the children the advantage of every doubt and there won't be so many accidents to the little tots," says Christensen. "When children are on the sidewalk or near the driver should swing around as much as possible to let the child go. The child should do his best to throw himself in front of the car if it could not be done. Children at play may suddenly break from the group and run at top speed into the path of a car and the motorist should always keep this in mind. Expect the unexpected and you'll be safe."

"There are a lot of rules that the children can observe that will decrease the number of accidents, but the motorist must never feel that the responsibility is at all with the child as long as the boys or girls are in sight."

The following rules for the guidance of children in crossing the street are offered, and if these are impressed on the minds of the children by parents and teachers, the rules will be helpful in avoiding accidents. Christensen's rules follow:

"1. Look in both directions before stepping off the sidewalk. That is the most important because all traffic should be coming from that direction."

"2. Never walk behind a street car without looking carefully for automobiles or other street cars coming from the other direction. It is much better to walk a little farther to the corner before crossing."

"3. When possible always go to the corner where the traffic policeman is on duty. He is your friend."

"4. When more than one child is crossing the street, hold hands tightly; don't run, and DON'T SEPARATE. The driver can miss you if you become confused, providing you stay together, but if you separate one from you is almost sure to be struck."

"5. If a car is standing at the corner of a moving street some distance away, LOOK. THE DRIVING IN THE END TO make sure that he sees you and learn what he is going to do. Don't look at the front of the car. LOOK AT THE DRIVER."

"6. When the streets are slippery don't take a chance in crossing just because a car is moving slowly. A quick stop is impossible for the car and your action may cause the car to skid and become uncontrollable, thus endangering many lives, including your own."

"7. Don't read letters or books when crossing the street. Don't talk to your friend, but keep your mind on the fact that you are crossing a street where there is danger and you must be alert."

"8. In playing ball or tennis, if the ball goes into the street, don't run after it without stop-

Ridge Route to Close Next Week

Skid Chains Are Needed on Detour

The touring bureau of the California State Automobile Association has been notified by W. W. Patch, division engineer of the California State Highway Commission, Los Angeles, that the Ridge Route will be closed indefinitely, beginning Monday, March 17. This is in order to pave eighteen miles of dirt road. In the meantime, motorists must use the Bouquet Canyon route from Bailey's to Elizabeth Lake, thence to Saugus. This is a fair dirt road, 28 miles longer than the Ridge Route, and skid chains will be absolutely necessary in wet weather.

road on the Ridge Route is completed, the valley line, from San Francisco to Los Angeles will be all highway with the exception of ten miles of good oiled road between Rose and Saugus.

The road line at the present time is in excellent condition and motorists should have no hesitancy whatever in using it.

Don't cross intersections diagonally—cross with the stream of traffic and where traffic officers are posted cross when given signal by the traffic officer.

Keep your car under control when approaching crossings.

WATER JACKET BADLY BROKEN FIXED EASILY

Repair of a badly broken water jacket may be accomplished if the operator knows just how to go about the job. Take, for instance, the case of the water jacket that has been fractured. The broken pieces of the casting are put together in the skeleton framework made to hold them in position. The entire jacket is then sealed with salammoniac.

The salammoniac is permitted to oxidize, and after the cracks have closed up and the leakage has ceased, the solution is allowed to stand until it is thoroughly dry. After that the expansion and contraction of the jacket do not affect the repair.

Be careful when approaching or passing street cars.

Ford
The Universal Car

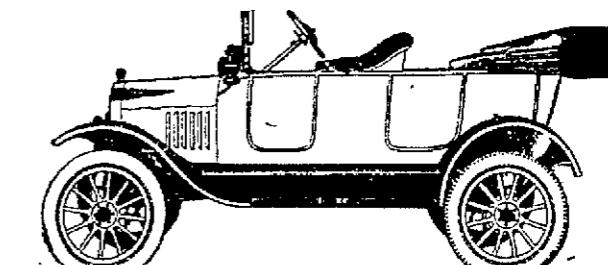
At the Automobile Show

The Ford Motor Company, represented by its authorized Oakland, Berkeley and Alameda dealers, will display various models of Ford Cars at the SHOW. Exhibit on the main floor.

AUTHORIZED OAKLAND DEALERS:

E. C. Dick
2324 Central Avenue, Alameda
Elmwood Garage
9327 East 14th Street, Oakland
Emeryville Garage
4800 San Pablo Avenue, Oakland
Wm. L. Hughson Company
24th and Broadway, Oakland

H. M. Lawrence
297 Twelfth Street, Oakland
Jos. Pierotti & Sons Company
120 Stock Street, Oakland
Savoy Garage
3069 East 14th Street, Oakland
Nelson N. Scotchier Company
Durant and Shattuck, Berkeley
E. I. Veitch
2820 Broadway, Oakland

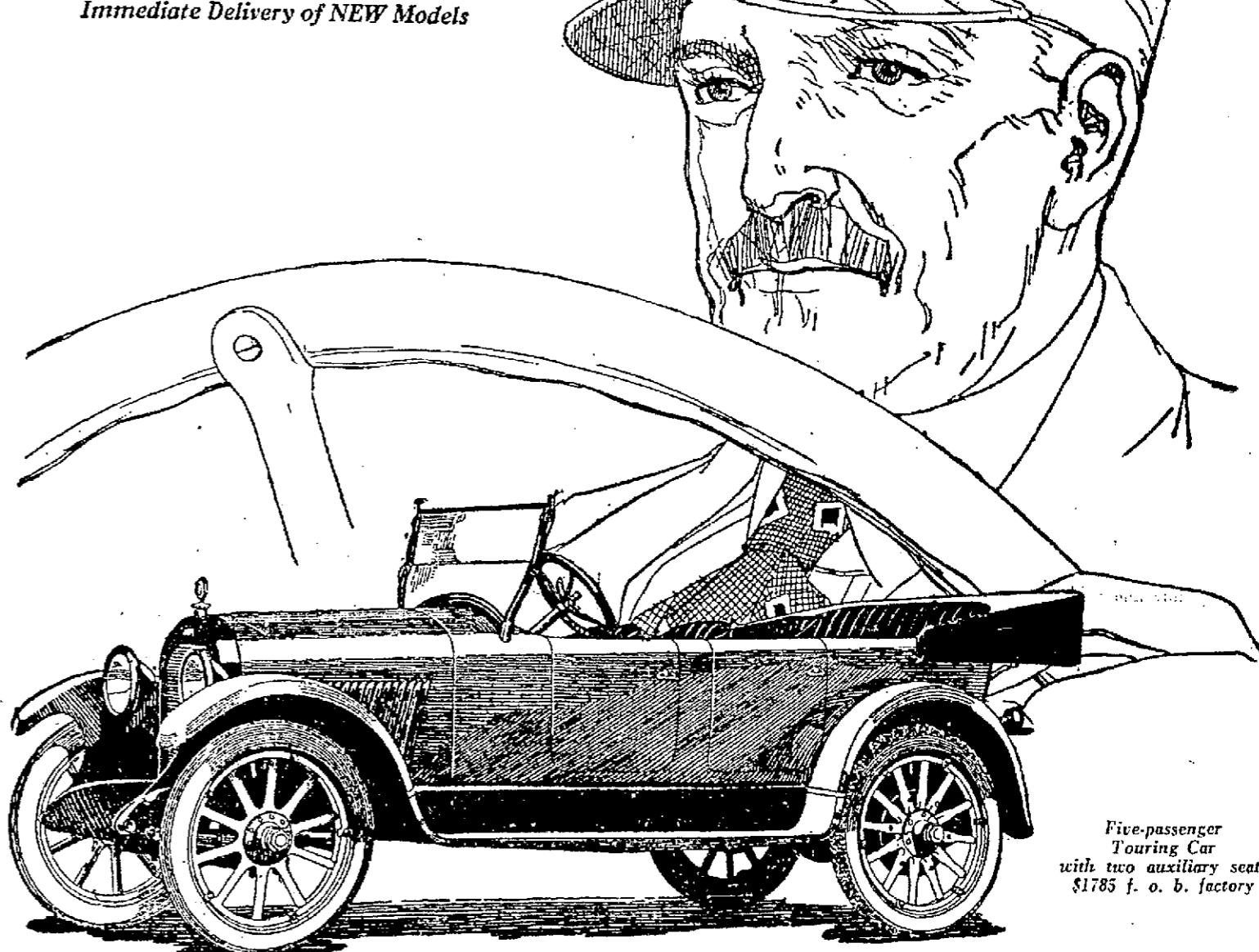


Gets New Chance to Do More Thieving

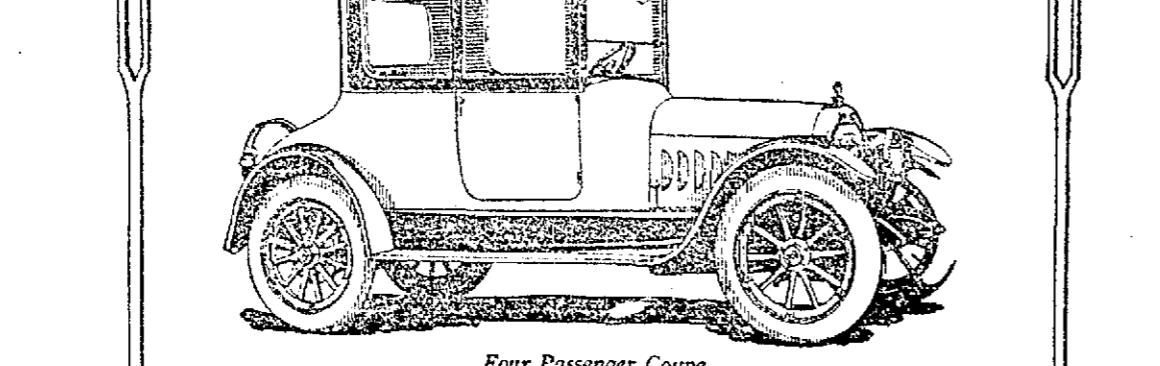
WICHITA, Kan., March 15.—Judge Carl Davis recently heard a case in which the man pleaded hard to be "given a chance." The judge would, provided the man would leave town within twenty-four hours.

Going to his office a short time after the man had been released the judge missed his overcoat. It was found later in a pawnshop and the broker gave a description of the man who pawned it that exactly fitted the released man.

Lexington
MINUTE MAN SIX
Immediate Delivery of NEW Models



PEERLESS Two-Power-Range EIGHT



Four Passenger Coupe

Float With the Tide or Race With the Wind

The Two-Power-Range Eight meets your moods like a well tuned yacht.

It is ready, in the "loafing" range, to drift with the tide, while in its "sporting" range, alert and anxious, it will race with the wind, finding no hill too steep or road demand too great.

A demonstration will prove it.



7-Pass. Touring Car.....\$3100 4-Pass. Roadster\$3100
4-Pass. Coupe\$3090 7-Pass. Sedan\$3910
7-Pass. Sedan-Limo\$3110
F. O. B. San Francisco

Pioneer Motor Company
GOLDEN GATE AVENUE AND HYDE STREET
PHONE PARK 444

New Models for Those Who Want Dignity and Efficiency

WHY buy a "left over"

car when you can get a brand new Lexington?

Let us tell you how it is possible for us to now make im-

mediate delivery of these new models.

Better built cars, greater margins of safety, power and endurance; greater comfort;

Ten large factories specializing in automobile parts

are affiliated with and contribute to Lexington. Come and see for yourself at the Show the improvements that are exclusive advantages of Lexington.

1420 Van Ness Avenue, San Francisco
L. D. ALLEN Phone Oakland 3

3034 Broadway,
Oakland

See our exhibit at the Automobile Show, Main Floor (just left of the entrance)

Lexington Motor Company



Connersville, Ind., U. S. A.

EDITED BY

Oakland Tribune

JIM HOULIHAN

Automotive Section

VOLUME LXXXI.

OAKLAND, CALIFORNIA, SUNDAY MORNING, MARCH 16, 1919.

PAGES 13 TO 24

NO. 30.

28-TON LOG CARRIED BY AUTO TRUCK

Bert Riley, formerly of the Motor Transport Corps, attached to the Spruce Production Division, operating near Hoquiam, Washington, who operated the Federal truck that recently established a record of hauling one of the largest logs ever taken out of the lumber district, has just been discharged from the service and gives some interesting information regarding the wonderful work done by the Federal three and a half tonner.

He advises that the road was so rocky that in many places planking had to be laid so that the trucks could operate.

It is most enthusiastic about the honor which befell the Federal truck in transporting the record size log, weighing over 28 tons, and which, in the opinion of the Department of Forestry, weighed over 57,000 pounds.

The manner in which the heavy log was hauled on to the truck and trailer is interesting. The big trees are first cut with axes to a depth of about four feet, and then broken so that it may be large saws, the tree falling toward the side where the cut by the axes was made. So efficient did the men engaged in the spruce production division become, that they were enabled to chop, saw, and fell these trees in about 30 minutes.

The tree that has been felled is then pulled over the ground by the aid of an inch and one-half cable operating from a donkey engine. It is interesting to note that the donkey engine used was the largest made, being 11 by 12-inch bore and stroke. These trees are dragged to a clearing on the road, where the motor truck awaits them.

At this point they are sawed to proper sizes. The butt end is the desirable part of the tree. This log is then raised on the motor truck by the aid of a hoisting device and lowered.

The truck then hauls them transport

the logs over the planked road a distance of approximately sixteen miles to the Hohum river.

The log on the river bank is then unloaded from the truck by an aerial cable, operated by a donkey engine, and placed in the Hohum river, where it is floated to the sawmills, a distance of about eighteen miles. At this point the logs are sawed up for aeroplane propeller purposes.

Riley advises that the trucks were operated at full speed all the time, so necessary was it to transport these logs and get out the spruce in record time.

To make and keep up with the schedule laid out, and to attain road speed the governors on the motors of the trucks

were removed. These trucks attained a speed of over 20 miles an hour when operating.

NEW ATTITUDE TOWARD AUTO IS PREDICTED

115 SHRAPNEL

HOLES IN AUTO

A vastly greater demand for motor cars than the industry has ever known will come as a result of the great world war, is the opinion of James Gray, manager of Western Motors Company, Maxwell distributors.

This is because the public has had brought home to it just what a limited supply of automobiles means to his business existence and to its everyday life.

"Not that the public was unappreciative of the motor car before the war," says Gray. "In fact, the automobile was recognized very thoroughly before that. But there was the same difference of feeling that there is in a man who is asked whether or not he loves his family, and then is forced to take leave of them and go into battle. In the same way the war has brought out the value of the motor car to every business and family in the country."

"I think you will see a new attitude toward motor cars. I think the spirit of service and dependability as opposed to luxury in motor cars will develop more rapidly. Comfort, convenience and ability to do things will count in an automobile rather than pure luxury and costliness."

"Certainly it is that the motorist of to-day will not allow mere appearance to sway him in his purchase of a car. To him, for that has passed. I know from personal experience that the average purchaser of a motor car today wants to know what the big points in the engine are and also what its weak points are—where he is apt to have trouble."

"There is no doubt in my mind but that there will be a radical increase in this sentiment among purchasers in the near future, as this is the age of the motor car and practically every business is in selling Maxwells, and even as we feel a big increased demand following the San Francisco show we feel the same about the Oakland exhibit which opens tomorrow."

FIFTY MILES OF DESERT TRAVEL IS NOW SAVED

At the recent annual election of officers of the Lincoln Highway Association, F. A. Seiberling was unanimously re-elected president of the organization for the current year. During 1918, under Seiberling's presidency, the Lincoln highway put into effect a comprehensive program of highway improvement in many sections. The most elaborate part of this program was the construction of an 18-mile stretch of gravel road across the Great Salt Lake desert, in Utah, cutting off 50 miles from the former route between Salt Lake City and Ely, Nev. This section is known as the "Goodyear" section. Its construction was financed both by Seiberling personally, and by the Goodyear Tire & Rubber Company.

Keep your state license plates clean.

Observe caution signs at schools and dangerous crossings.

"WE DELIVER BY MOTOR," IS THE SLOGAN TODAY OF EVERY PROGRESSIVE BUSINESS CONCERN, THE CHARACTER OF whose trade demands quick service. For light delivery purposes the observer will find speeding about the streets of the Eastbay cities many practical and well-built cars like this Dodge Bros. business vehicle. That pictured here is one of two Dodge cars which Geo. W. Leiz has found to be splendid sales promoters. "They get there quickly."



Choice of Truck Is Big Question Size of Average Load Chief Factor Careful Analysis of Needs Are Urged

MOTOR TRUCKS AID MERCY WORK

Choosing the right truck for the job is the question confronting hundreds of business men who have decided to discard the horse and wagon for motor truck haulage.

First, suggests F. Richard Carroll, district manager of the F. E. Goodrich Rubber Company, the prospective buyer of a motor truck must carefully analyze his loading needs and all the facilities and requirements a truck must possess to measure up to his demands. Making the wrong selection in buying either one or a fleet of trucks would mean a serious waste of time and money.

Merchant, manufacturer or farmer must first analyze his hauling problems by consideration of the following factors in their importance ranking in the order named:

Size of average load, power, governing speed, size of body, wheel base, type of truck.

The size of the average load is the factor which determines carrying capacity of the truck selected. The operator hauling small units will have a different problem from the owner who hauls heavy machinery. The former

needs a truck which is built to haul

over a given route to be handled a

truck of medium speed and large hauling capacity is a wise selection. But

for the owner having heavy loads in

considerable distances, speed is sacrificed to have carrying power. Increased speed allows the owner to plan his delivery system and check up his drivers

Please tell me what make and size of engine was used in the Nelson car of 1918. Also the carburetor.—Melvin Thomas.

The engine is Nelson's own make. The size is 3 1/8 by 4 1/4 and the carburetor is a Zenith.

Drive carefully.

Major W. P. Wattles, in command of the Fifty-third Telegraph Battalion, A. E. F., and formerly of the Bell Telephone Company of Pennsylvania, has recorded one of the most interesting Cadillac stories of the war. His description is as follows:

"A few days ago I had a rather close shave, but over here one realizes that a miss is as good as a few feet. I had gone out to inspect some telephone lines. Arriving at a little town, I stopped my car alongside of a stone wall, where it was not too visible from above, and sat for a few minutes looking over the country through my field glasses. The Boches were shelling a town about three-quarters of a mile away. The chauffeur and I got out of the car and I decided to walk down the road where I could get a better view of the line.

"When I had gone about seventy-five yards, the Boches threw over about ten shells which went over my head and exploded in the town ahead. One of them hit the ground, waiting for the burst of anger to subside. Following out the saying that he who stops without delay, may live to flop another day."

"When I got back to my I found that one of the shells had exploded alongside it tearing a four-foot hole in the wall, hurling about two bushels of rock into the car, and riddling the body of the car with 113 bullet holes, not including numerous dead shell shrapnel which had gone through the metal, the upholstery, and out through the other side. The windshield was smashed, the top which was folded, was literally riddled, and there were seven punctures in one tire and four in another.

"The only mechanical damage to the engine was a small leak in the water jacket (which was plugged with a piece of wood) and a small leak in the pipe line to the oil gauge.

"I am still living in the car, and it creates considerable curiosity; everyone wants to know just what became of the occupants when it happened. I am only too well pleased to tell them that I was not in it at the time."

"There is no doubt in my mind but

that there will be a radical increase in

this sentiment among purchasers in

the near future, as this is the age of

the motor car and practically every

business is in selling Maxwells, and

even as we feel a big increased demand

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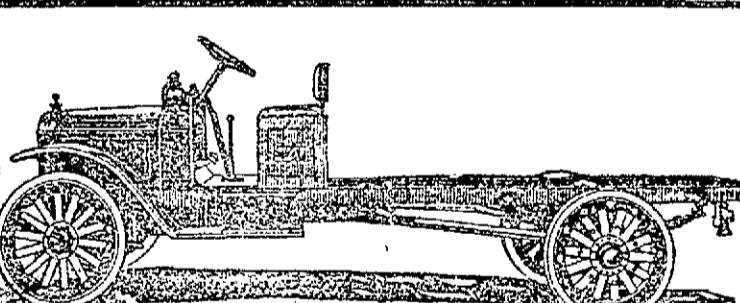
hibit which opens tomorrow."

What can I do to take up excessive looseness of the steering wheel? I have to turn the wheel three or four inches to get any response from the wheels.—Jasper Kinsler.

This trouble may be caused by play in the steering gears at the bottom of the post by the ball joints. If the ball joints are loose, the knuckles or the tie rod. Go all over the system from the steering post to the wheels and take up play in each location. There must be enough play at the wheel to take up the motion engendered by travel.

Keep your state license plates clean.

Observe caution signs at schools and dangerous crossings.



At the Show

To the Right of the Main Entrance

And

On Our Salesroom Floor

a Display of

REPUBLIC TRUCKS

The REPUBLIC TRUCK factory is the largest in the world—their QUALITY is responsible for their SUPREMACY.

Here are ten reasons why you should buy one:

- 1—Greater road clearance.
- 2—Less unsprung weight.
- 3—Power applied near rim.
- 4—Efficiency at all speeds.
- 5—Load carried on dead axle.
- 6—Trailers may be used.
- 7—No expert mechanics needed.
- 8—Economy of fuel and oil.
- 9—Overcomes road shock and side sway.
- 10—Gold bond guarantee to every purchaser.

PHILLIP S. COLE, Inc.

Broadway at 25th Street

Oakland, California. Phone Oakland 2500.

PIONEER AUTO CO., Golden Gate Ave., at Hyde, San Francisco.

HEAD OF MOTOR FIRM PREDICTS AUTO SHORTAGE

"There will not be cars enough to begin to supply the demand of the 1919 season."

The foregoing statement by Charles W. Nash in a letter to the Tate Motor Sales company, president of the Nash Motors company, is based upon first hand study of the country's industrial outlook as affecting the automobile market. Nash has just returned to the factory at Kenosha, after a trip which took him from Chicago and New York to Florida.

At practically every point in his itinerary, through the Carolinas, Georgia, Florida, Tennessee, Kentucky and Ohio, Nash found reflected at the same condition that exists at the same Chicago and New York automobile show.

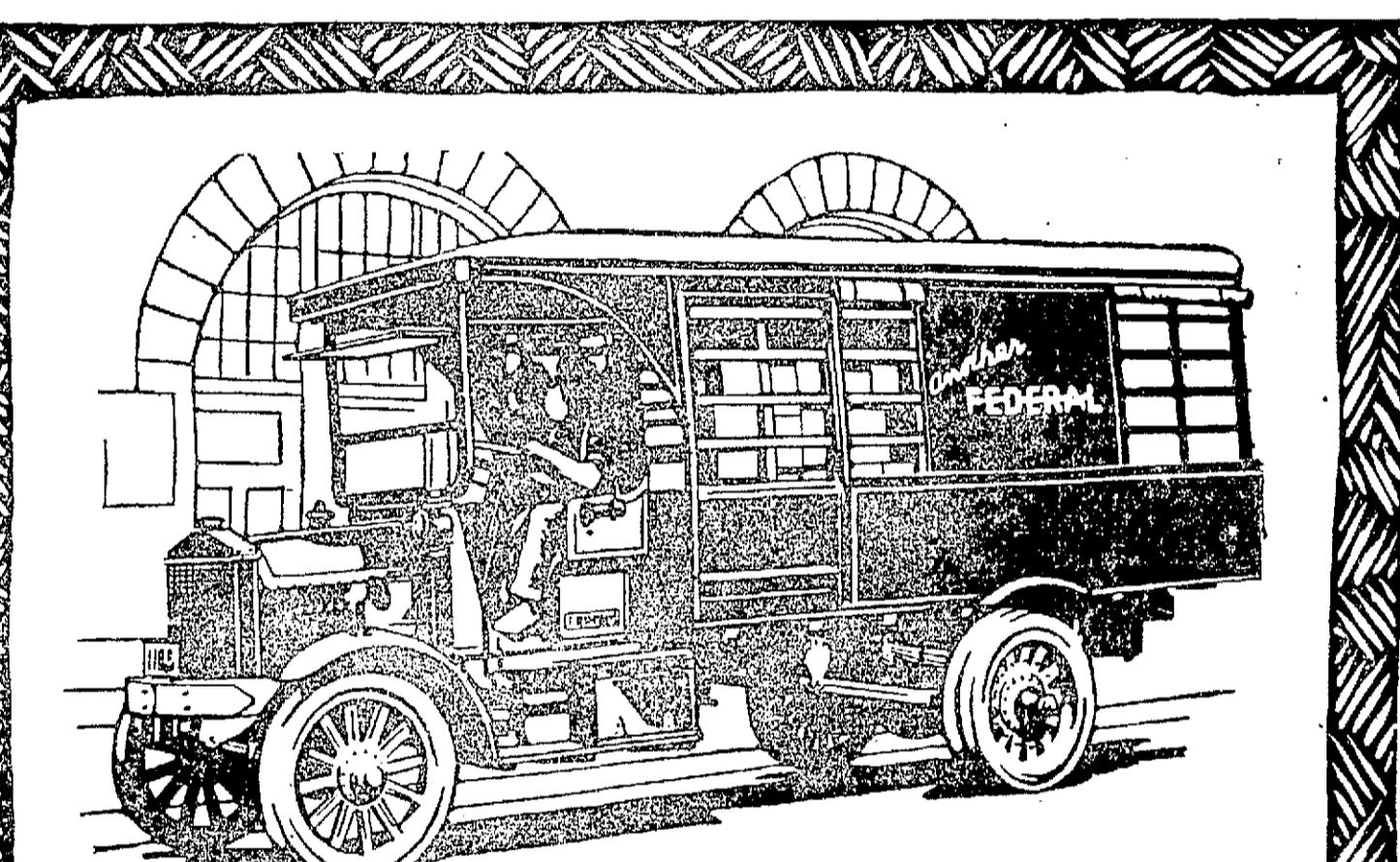
In the south, where the selling season is now at its height, Nash spent several weeks. Nash dealers on every hand are pressed for cars and in spite of the big production schedule of the Nash factory, practically all dealers will be unable to any time during the 1919 season to get cars enough. With the first indication of real spring Nash believes dealers in the northern sections of the country will find themselves in a similar situation. Orders will far exceed automobiles. This, he says, was plainly indicated by the heavy retail sales made at the show in New York, Chicago, Minneapolis, Cleveland and elsewhere.

If the automobile industry may be regarded as a barometer of business conditions in general there is, according to Nash, every indication of sound prosperity.

Do not back into the curb except to load or unload.

Always signal when stopping, turning or leaving the curb.

You must pass to the right of street curbs.



Attend the Truck Show

At the Auditorium

SEE THE

FEDERAL

TRUCK EXHIBIT

The Motor Truck is a vital part of Business.

Delivery of goods must be made before any sales transaction is completed.

No method of delivery which is wasteful and slow can now-a-days satisfy the customer.

Rush orders for every kind of commodity will be the rule for some time to come.

The Motor Truck is here to stay—it is a part of business—it enters into every trade transaction—it constitutes a part of the cycle of sale—Every one today uses Motor Trucks directly or indirectly—

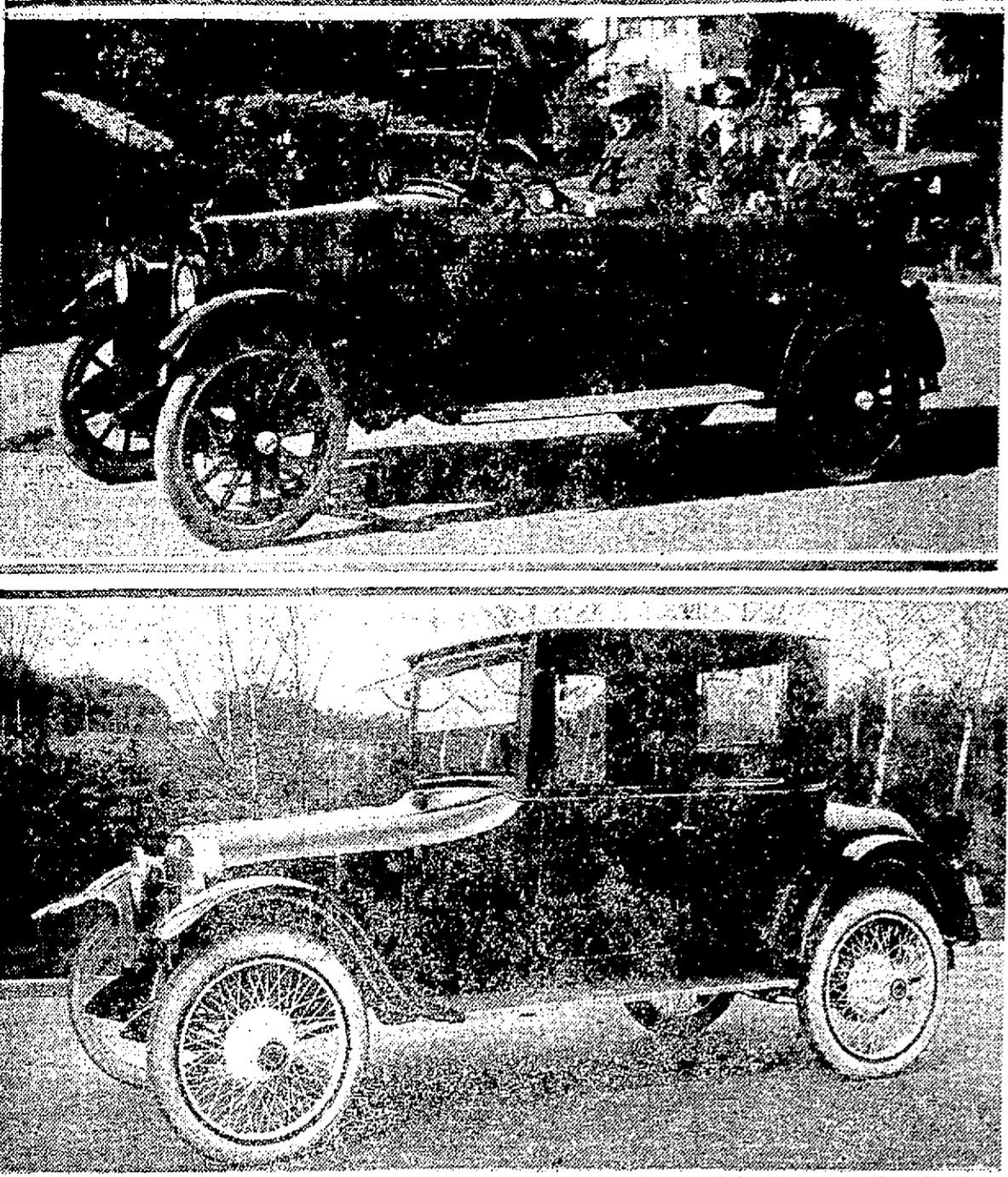
Therefore you owe it to yourself to see the exhibition of various makes of Motor Trucks, including the Federal line at

W. L. HUGHSON COMPANY

24TH AND BROADWAY—OAKLAND

Lakeside 177

THE WESTERN MOTORS CO. IS PREPARING A SURPRISE FOR AUTOMOBILE SHOW visitors with a special line of Maxwell models. Among them, however, will be a standard touring similar to the one illustrated in this picture.



IN POPULAR-PRICED MODELS A NEW AND WORTHY COMPETITOR IS THE OAKLAND COUPE. This one, which will be seen at the automobile show, is latest offering of the Chas. H. Burman Company, local distributors.

ALLEN SHOWS HIS FAITH IN BIG INDUSTRY

In the fall of 1917, L. D. Allen, San Francisco business man, founded and launched into the automobile business a new company which he intended should be one of the most substantial and progressive of the many on automobile row in San Francisco. Oddly enough, his company had been precipitated into the thick of the war and many people foresaw failure for anyone who undertook the establishment of a business of such size at so hazardous a time, but Allen was confident and had faith in the stability of the automobile industry.

That the concern under his management should have succeeded in overcoming the many difficulties with which it was beset and that it stands today as one of the leading automobile distributing firms in the country is conclusive proof of the soundness of the man and a striking tribute to his foresight and faith.

"Some separators are made of harder, heavier wood," or in the ordinary flat-grain fashion. But every genuine wood separator is perfectly suited for its purpose, and in the words of many carsmiths writing, these half-holes appear in irregular patches over the face of the separator. The hard,

Separator Vital Part of Battery Alternating Invention Is Big Boom

Now that the touring season is upon us, a great many motorists are having their cars overhauled. As most motorists know, the battery is a very important part of the car and should be inspected thoroughly before the car is used for long trips, according to G. A. Keppel of the Auto Varsity Company. One of the most important parts of the battery is the separator, or the insulation, between the generator, or the insulation, between the plates. A good separator must provide perfect conductivity plus perfect insulation. It is easy to obtain perfect conductivity. But it is very difficult to obtain perfect conductivity and perfect insulation in the same separator, and the Philadelphia quarter-sawed separator is the only separator which attains this result.

"The separators are made of soft wood. They conduct the acid perfectly, but they are weak. When the plates press against them, or when a little part of the active material drops down between the plate and the separator, soft wood separators become mushy and allow the plates to short-circuit."

"Some separators are made of harder, heavier wood," or in the ordinary flat-

grain fashion. But every genuine wood separator is perfectly suited for its purpose, and in the words of many carsmiths writing, these half-holes appear in irregular patches over the face of the separator. The hard,

Keep your state license plates clean.

FAST EXPRESS TRAINS

are speeding two 1919 model

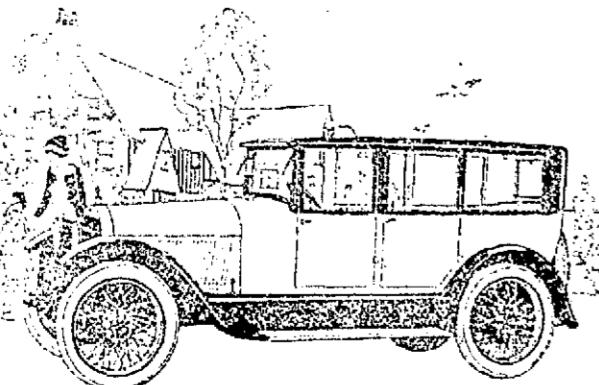
HAYNES

across the continent for the

Oakland Automobile Show

They embody the very latest in body design and interior finish on the well known but improved HAYNES chassis.

Look for them at the right of the main entrance.



We invite you to criticize these models and to use our exhibit as your rest room.

PHILLIP S. COLE Inc.

Broadway at 25th
Oakland, California. Phone Oakland 2500

HAYNES MOTOR SALES CO., Turk, at Eddy St., San Francisco, Cal.

LANCASTER

Wiregrip Tires

embody the highest attainment in tire construction, outlasting all others in mileage traveled. Seeing is believing. Let us show you.

Walter E. Hyde

2127 Broadway,
OLD TIRES MADE LIKE NEW.

THE SIGN THAT GUARANTEES MOTORISTS SATISFACTION



By ROBERT W. MARTLAND

Aims and Objectives of the California Automobile Trade Association

THE California Automobile Trade Association, of which Alameda and Contra Costa counties' associations are units, is an organization of those engaged in the various allied lines pertinent to the retail sale, distribution and repair of automobiles and accessories, in a co-operative effort to scourge from their ranks all engaged in or attempting to engage in the automobile

or garage business in a manner that would be or is detrimental to the up-building and reputation of the trade, being determined to constructively improve the general atmosphere and personnel of the trade, to improve and maintain the maximum of harmony among the allied trade lines and to assist on a broad-gauge basis in implanting a feeling of absolute confidence and

"Your Protection"

The "insignia" conveys the message "Your Protection" and means that at any time any autoist (be he a member of any touring club or not), feels that he has been overcharged or mistreated in such a place, he may take the matter up at once, direct, without legal aid or cost, with the local secretary and the charge will be immediately inquired into by a committee, and exact justice be insisted upon—the blame fall where it may—and, if necessary, appropriate refund be made.

If you deal with a firm displaying this Emblem, the California Automobile Trade Association, consisting of over 2800 members, will GUARANTEE YOU FAIR TREATMENT.

Alameda County

Battery Shops

Auto Electric Service Co.

WILLARD STORAGE BATTERY
FITTER SERVICE—BETTER SERVICE
SERVICE STATION

Corner 21st and Webster Streets,
Oakland, Cal.
Ernest E. Fetter, General Manager

Berkeley Branch
2495 Shattuck Avenue

Brask Bros. & Bowers (Incorporated)

WILLARD STORAGE BATTERY
East Oakland Service Station
Garage and Automobile Repairing
2325 E. 14th St. Fruitvale 1323

Garages

Auditorium Garage

Storage—Accessories—Repairing

W. C. GILMAN, Prop.

E. 12th St., at 2nd Ave., Oakland, Cal.
A-3

Phone Merritt 19

DANA'S GARAGE

Storage, Supplies, Repairs, Tires and
Accessories

AUTOS FOR HIRE

Electric Vehicles Charged and Repaired
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SUB-STATION FOR WILLARD STORAGE BATTERIES, AUTOMOBILE REPAIRING

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AUTOMOBILE SUPPLIES

FORD SPECIALISTS AT FORD PRICES

RISCHMULLER DRUM BRAKES FOR FORD

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Seat Covers, Upholstering, Trimmings
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At Junction Piedmont Ave. Tel. Pied. 996.

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GENERAL GARAGE BUSINESS

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Paintings and Tops (Continued)

A-64

PAINTING ENAMELING VARNISHING

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Service That Satisfies

LIBERTY AUTO CO., INC.

1750 E. 12th St., Oakland, Cal.

A Brussels Paint Shop for Automobiles

Cars Properly Painted in 3 Days

JOHN A. KRYMER, MANAGER

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Tires and Oils (Continued)

A-23

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Vulcanizing—Retreading

Norwalk Tire Distributors and Havoline Oil

21ST AND BROADWAY, OAKLAND, CAL.

Motor Car Dealers

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Burman Trucks

CHARLES H. BURMAN

Oakland Sensible Six Motor Cars

3074 BROADWAY, OAKLAND

Telephone Oakland 131

A-4

W. L. HUGHSON CO.

FEDERAL TRUCKS, FORDSON TRACTORS, FORDS

24th and Broadway, Oakland

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LEW TAYLOR, Prop. FRUITVALE 296

LINCOLN Garage and Sales Co.

KING MOTOR CARS

Repairing of All Cars

4011 EAST 14TH ST. OAKLAND, CAL.

Sohst Auto Repair Co.

Automobile Trimming, Painting and Metal Work

When in trouble Phone Oakland 887

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D. R. JEKEL AUTOMOBILE PAINTING

LLOYD E. BURTON, Manager

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Auto Metal Works

Fenders, Radiators and Bodies Made and Repaired

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American Auto Metal Works

EXPERTS IN REPAIRING

Radiators, Lamps, Fenders, Gas

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A-101

CENTRAL GARAGE

Las Juntas St., Near Postoffice MARTINEZ, CAL.

REPAIRING—ACCESSORIES—STORAGE

NO REDUCTION IN AUTO PRICE UNTIL JUNE

By J. L. BRAMBILA,
Manager Lou H. Rose Co.

Regardless of what other manufacturers may be forced to do, and no matter what the trend of the automobile world this spring, the price of our cars will not be reduced one penny before June 1, 1917—indeed at all.

The automobile business is the third greatest industry in America, but unquestionably the first greatest, temperamentally in the world. American motor car builders have created an art as distinctive as any school, and like the artists themselves, are extremely temperamental. We are easily affected by unfounded rumors and predictions, in regard to a motor car from that which we would consider sound business in any other connection.

For instance, in the past we have been cautioned by self-styled experts that the motor industry was reaching the point of saturation, and later, with the great war cloud overhead, came the cry of the alarmist that the industry was about to crumble. Unfortunately, both of these groundless beliefs gained an ear before they eventually disappeared as foolishly as their authors.

Since the day the armistice was signed there has been the wail of tumbling prices. With as little ground for likelihood as either of the preceding rumors, this latest fiction is clinging to certain localities, and for some weeks we have heard of prospective purchasers who, because of their reliance in such gossip, have put off buying.

The Oakland auto show will confirm the soundness of the doctrine I have consistently adhered to. The tone and demeanor of the show crowds has convinced me that the people in the great majority of cases do not intend sitting quietly by awaiting that mythical avalanche of prices. This indication, I am informed, has been reported by all exhibitors from the cheapest to the most luxurious cars.

In other words, the temperamental fury of the last few weeks reached its peak on the eve of the Oakland show, and with the opening of the auto show doors there will come to the surface the conservative calculating of the motor-buying public; for, after all, the man who pays for the motor car is the same man that pays the grocery bill, buys the children's clothes and holds down the overhead at the office.

It takes but little reflection to understand why there can be no thought of a universal cut in prices for some time to come. The first reason is because it is estimated there will be a volume of 300,000 cars in 1917, and as the man production is the only thing in the world that can make any more hand-to-hand for less, it is easy to see why automobile prices for the immediate future must stay up.

The other reason embraces many obvious considerations. Take the matter of living expenses; it is true that with the coming of peace foodstuffs are more easily acquired, but for the immediate future, until the markets and transportation are readjusted, there can be no relief from the conditions that existed during the war period.

BURIES STRANGER FOR HER SPOUSE

CHICAGO, March 15.—This is the story of a man who wouldn't stay dead and an undertaker who is something of a philanthropist.

Annie Finley came to the door, the six little Finleys clinging to her skirts. It was raining hard and the back yard at 511 West Forty-seventh street was a lake in which odds and ends of refuse floated.

"Yes," she said, "we buried Finley. He had been away for a long time. He had been a bridge tender and had run away. They told me a body had been found in the swamps out by the Calumet river and I thought it was him."

"We went down to the morgue and there was a man with hair like him and clothes like him and a ring like his. He was about the same weight and height as James, too. His face you couldn't tell, though, like I thought, sure it was my man and I buried him. Mr. McInerney doing the job. The children began saying their remedies so their father could have a break."

"But he came back. It wasn't him at all. He's in next door now, and we had to run in here to get away from him. I'm working night and day to earn what the rent costs out at 511." Miss Olive, James' mother, came back and cried and said he'd do right and I took him back. Everybody is down on me now. I've got to take care of him livin' and pay for him."

Undertaker John J. McInerney, 1625 Wallace street, buried "Finley" for \$37.50. There was \$250 insurance, but he would not let the insurance company spend any more. When James came back she took the insurance money and gave it back. Now she is putting a dollar a week on that funeral bill for the unidentified man found in the Calumet swamps.

Bound Woman Telephones for Aid

NEW YORK, March 11.—"For God's sake, come down here and help me," came a woman's voice over the telephone to Staten Island police headquarters at night. The operator asked who was speaking, but got no answer. Through central he traced the call to 165 Canal street, Stapleton. Detectives Graham and McKelrick hurried to the house. They found Mrs. Catherine Conine, a widow, living on the second floor, bound hand and foot and lying beside her bed. A foot away was the telephone.

As she had fallen from her bed to the floor she had knocked the receiver from the hook and had screamed for help.

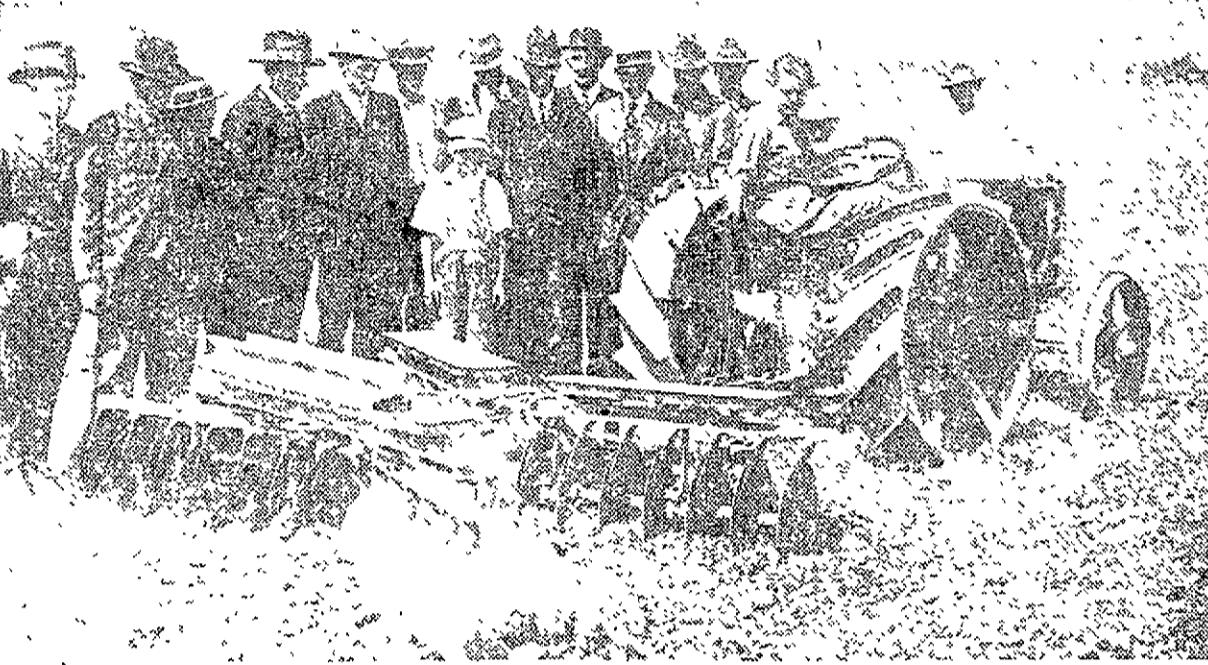
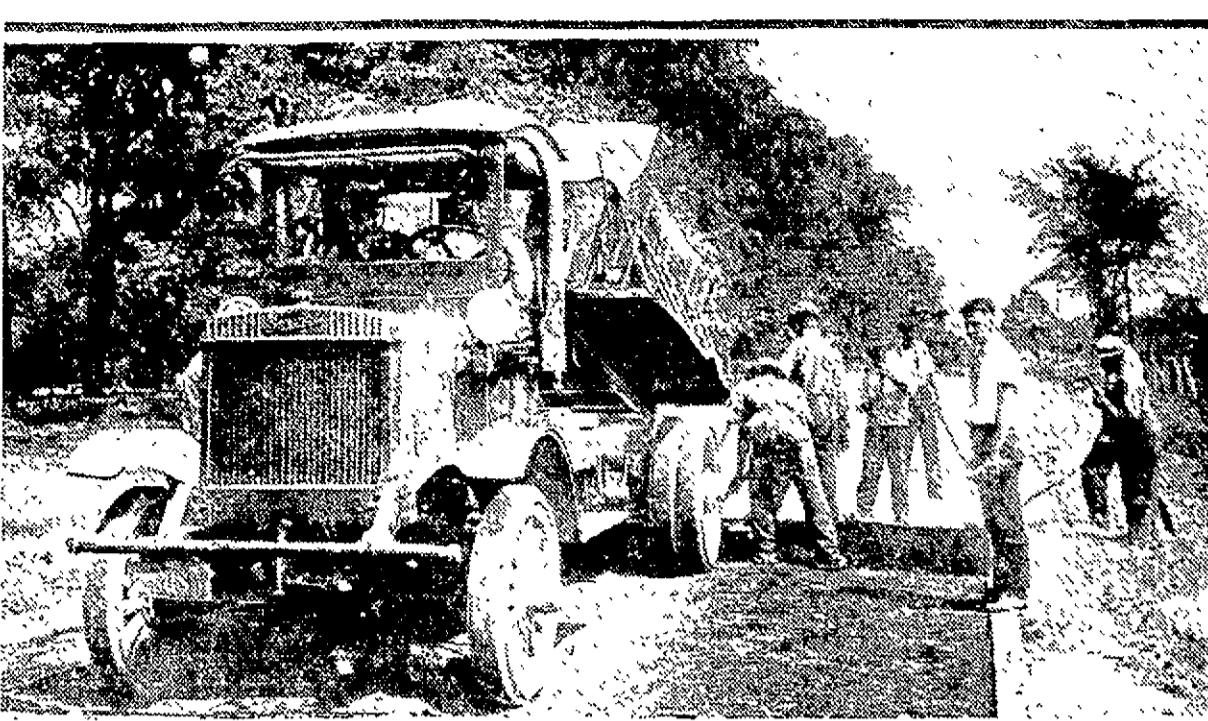
When released she told the police that two men dressed in soldiers' uniforms had entered her rooms and asked her if she had any money. Both wore handkerchiefs over their faces. She replied that she had no money. One of the men grabbed and held her while the other tore up bed sheets. They bound her feet and hands.

She insisted that there was no money in the house, but the men proceeded to search it. They took out bureau drawers, threw them on the floor and overturned tables and chairs. After finding \$10 they fled.

Mrs. Conine could give no description of the men further than that they were uniforms.

Don't buy roller skates for the children to use on the street.

SCENE OF HIGHWAY CONSTRUCTION IN SOUTHERN CALIFORNIA, WHICH IS PART OF THE STATE HIGHWAY SYSTEM, SHOWING A SERVICE MOTOR TRUCK OF THE FIVE-TON DUMP BODY TYPE IN USE.



THINK TRACTOR DRIVING IS DIFFICULT? THIS FAIR MISS DISAGREES WITH YOU. She has operated this Fordson before many audiences in the Sacramento valley during the past year, performing all kinds of farm work and she has convinced many that its operation is simple.

Pittsburg May Be Smokeless City

PITTSBURG, Pa., March 15.—

Smoked Pittsburgh in two years.

That's the prediction made here by Charles M. Means, former manager of the inspection section of the United States Fuel Administration.

He probably means it, for the United States has gone as far as Pittsburgh in the developing of smoke prevention methods, and Mr. Means stated that it had been the experience of many concerns which have installed the proper precipitation apparatus that the product recovered paid for all costs of equipment and showed a good profit. It has been figured that the loss here on account of the presence of smoke runs into hundreds of thousands of dollars a year,

It takes but little reflection to understand why there can be no thought of a universal cut in prices for some time to come. The first reason is because it is estimated there will be a volume of 300,000 cars in 1917, and as the man production is the only thing in the world that can make any more hand-to-hand for less, it is easy to see why automobile prices for the immediate future must stay up.

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Rye's Thirst for Rye Disastrous

PITTSBURG, Pa., March 15.—

Michael Rye went into a barbershop and pulled out a wallet containing \$300 to pay for the drink.

The pocketbook disappeared. He came back to look for it, bought another drink and produced another pocketbook which had a \$100 Liberty Bond and \$200. He had not gone far when he was again relieved.

In his distress Rye invaded the occult. The fortune teller told him his next door neighbor had the money. Mike went after it and landed in jail. Too much spiritiqued Rye sorrowfully.

This is the lad's first trip to Salt Lake and they will spend a few days sightseeing here and then will leave for California.

Don't allow children to play in the streets.

Meet Half Way In Trip to Marry

SALT LAKE, Mar. 11.—Verna C. Grandle, a Milwaukee girl, and Arthur P. Martin of Santa Monica, Calif., met in Salt Lake on a wedding compact and were married at the First Methodist church.

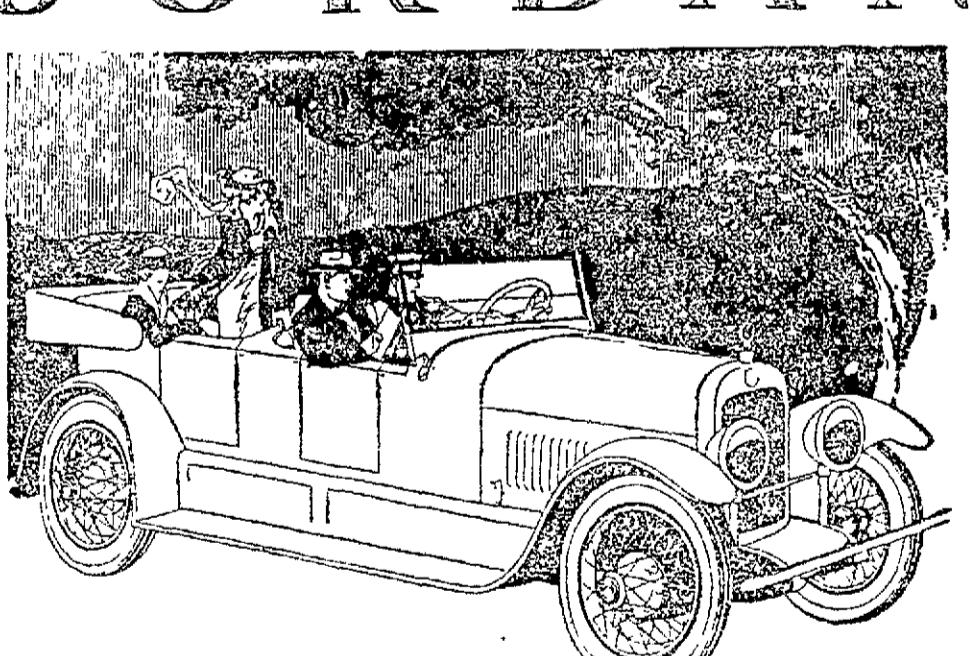
Miss Grandle agreed to be married if her prospective groom would meet her half way and when he acquiesced, they decided to launch their matrimonial ship here.

"It's rather romantic," said Mrs. Martin, "and I am glad we chose such a pretty place as Salt Lake for our wedding."

This is the lad's first trip to Salt Lake and they will spend a few days sightseeing here and then will leave for California.

Don't allow your car with motor running.

JORDAN



All-Aluminum Custom Body

The finest custom-made bodies in the world are built entirely of aluminum.

And in the Jordan Suburban Seven this practice has reduced the weight a full one hundred pounds.

It gives that smooth, velvety finish, so desirable.

It does not ripple, rumble or rust like sheet metal.

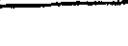
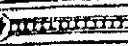
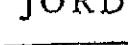
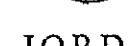
The Suburban Seven is the first seven-passenger car without the old bulge in the rear of the body. Optional colors, Briarcliff green, Liberty blue, Burgundy Old Wine.

Every Jordan owner is entitled to receive the "Jordan Arrow."

C. D. RAND & CO.

1519 Van Ness Ave. Phone Prospect 337.

SAN FRANCISCO.



MOTOR TRUCK OWNERS FIND WIDER FIELD

By HARVEY S. FIRESTONE.

When the motor truck came into being a few years ago, few people apprehended that truck traffic was going to be a very considerable factor in the transport of the future. No one thought that the railroads could be superseded for freight hauling; least of all did the railroad companies themselves. Some time later the idea entered the minds of both of them; it also entered the minds of numerous truck owners. Still none of them realized the possibilities. The truck owner did not think for a moment that he, with his trucks, could compete with the express companies. It was generally considered that they had the monopoly on freight and express handling.

The war changed all that. When Verdun was saved, when the defense of the great Somme valley was accomplished, when the Chateau-Thierry victory was achieved, gave enormous possible value of allied motors over German railroads, the motor truck was put on the map to stay. In this country the railroads were simply flooded with traffic; they couldn't begin to handle the volume. They were submerged. Moreover they discovered that their short hauls were unprofitable; that the only traffic they could handle at a profit was the long distance haul. On the other hand, the truck owner, driven to it by circumstances beyond his control, began to convey both freight and express consignments by truck. He was surprised to find that he could run his trucks on schedule time.

HELP TO RAILROADS.

At first the truck owner enjoyed great hostility on the part of the railroads. Possibly there was some such feeling for a while; but the truck owner presently became aware that the railroads, instead of objecting to truck traffic, were beginning to welcome it as an adjunct to their own systems. Trucks are taking away the unprofitable short haul from the railroads and making of it a profitable haul for themselves. Instead of hurting the railroads, truck traffic is helping them, by bringing huge amounts of perishable freight, which it would otherwise be impossible to ship, to the nearest junction points all over the United States.

A study made by McAdoo's administration experts has shown that it rarely, if ever, pays the railroads to handle short hauls. During the war, by co-operation and mutual consent, we have transferred much of this short haul traffic to the highways. As a result freight can, with reasonable limits, be hauled from the door of the shipper to the door of the consignee more cheaply than any railroad can carry it. As a consequence, too, the railroads will hardly build many more feeder lines; in fact, the state of Kansas has about decided not to build any more electric inter-suburban traction lines. The railroads made by the railroads' administrative experts that most of these feeder lines never have paid and won't all the while economically sound. The feeder lines of the future will largely be highways, transport vehicles, gasoline driven, running over improved roads from the producing vendors to the shipping points of the railroads, trolley and inland waterways, thus developing the country on broader scale and finally tying up every producing center with an ultimate outlet.

PUNCTUAL DELIVERY.

Another advantage of motor truck transport has to do with the re-handling of goods. The cost of re-handling is becoming one of the great problems of all transportation experts. Re-handling involves more labor, possible damage to goods, breakage and delay. With its greater highway transport eliminates these exceptional factors and adds its value to the general scheme of transportation.

The policy of shipping by truck has much to recommend it. For instance, when a shipment is entrusted to one of the several thousand truck transportation companies in this country, there is ample assurance of punctual delivery. These companies despatch their trucks on regular schedules over carefully planned routes. In addition to prompt delivery they offer you extra precaution and special care in the handling of your goods. On these trips the trucks are loaded only twice or at most three times. The truck backs up to the shipping platform, the consignment is loaded, the truck starts off, and on schedule time arrives at its destination. On arrival the truck goes directly

JUST HOW BIG A FACTOR OAKLAND HAS BECOME AS AN AUTOMOBILE CENTER IS PARTLY EVIDENCED BY THE VIEW OFFERED IN THIS PICTURE which depicts a carload of Willard Batteries being unloaded by employees of the Auto Electric Service Company, distributors in Alameda County. Within the past year it has been necessary for this firm to have two other similar sized shipments to meet the demand of local motorists. The big Pierce-Arrow truck in the scene is a five-ton job which P. Lefevre Company has recently bought. Supervising the unpacking of the threaded rubber batteries is ERNEST E. FETTER (standing beside the truck to the left), general manager of the local Willard agency.



18,000-FOOT HILL CLIMBED BY AUTO

Every motorist in the country is familiar with some difficult climb or other which they consider a hard test for any automobile. However, P. V. St. Galy, a young Los Angeles automobile man recently returned to that city with an account of a motor trip in Bolivia which took him over a pass in the Andes 18,000 feet above sea-level, and he declares that in comparison, most of the grades in this country would be considered merely a patch of rising ground.

"No motor vehicle had ever negotiated this particular trip before," said St. Galy in describing his unusual motor journey. "It was in that section of Bolivia where the Indians are still replacing llamas as ore carriers from the mines with modern motor trucks, and this particular journey was made over the rough trail to the rich tin mines near the Andes summit where hitherto the only travel had been either by horsemen or the teams of llamas bringing the rich ore down from the mines.

On the way down from the Andes to Oruro, Bolivia, where this journey began, it was 18 miles over the Andes to Uruja, where the 18 miles are heated, hot road, if you can call it such, crossed a summit of 15,000 feet and descended again to the mines at Uruja an elevation of 10,000 feet.

"I have made three round trips between Los Angeles and New York, so I have a pretty good idea what rough roads and grades mean in this country, but I have never seen anything in North America that approaches the conditions of that trip.

Hour after hour the Liberty Six that I drove plodded along in low gear over rocks and sand and heart-breaking grades. As we approached the higher summits, the water in the radiator boiled constantly, but you could take off the radiator cap and put your finger in the boiling water without the temperature at which water boils at those altitudes."

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SPEAKING OF ATTRACTIVE HIGH POWERED ENCLOSED CARS, THIS SPECIAL MARMON comes in for favorable mention from motor car critics who are competent to judge good automobile values.

Valuable Gems Are Found on His Farm

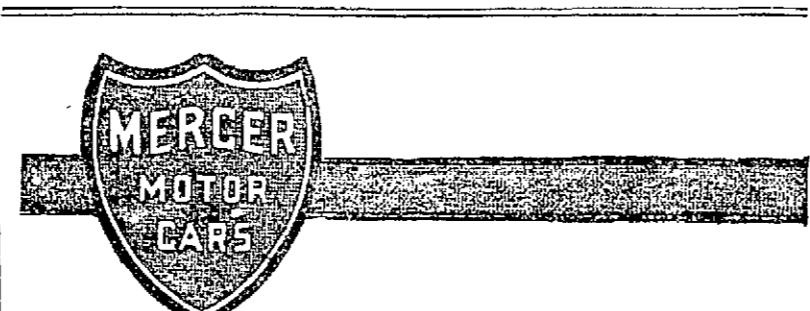
CHICAGO, March 15.—A man from Nemaha county, Calif., went hunting mounstones in California and found two good specimens. He remembered that he had seen pieces of similar formation on his farm, and when he came home began looking for mounstones along the cowpath.

When he had made a collection, he thought, he sent them to the state geologist, who pronounced them agate, chalcedony, topaz and tourmalines. From these a jeweler cut twenty-eight ovals of moonstone, sardonyx and moss, and carnelian gate, and thirty-five diamond cut and others, including amethyst and rubies.

These gems, which have been named the finest of the kind in Nebraska, range in color from dark red through rose, purple, green, blue, orange and golden opal to marlless.

A negro, explained that the pig was a pet, ate out of a china plate, drank clean water and slept in a nice, clean bed they still demurred. It cost Nona \$6 in Recorder's court and the pig was sentenced to death.

ATLANTA, Ga., March 15.—The dusky tenants of a flat 53½ North Boulevard draw the tail at a pig for a neighbor. Even when Nona Wall,



People who appreciate

the plain severity of refinement, or recognize the thoroughbred in the horse when they see it, can easily discern in the Mercer a clear distinction from all other cars.

A highly developed four-cylinder motor and sturdy transmission explain the might and the smoothness of Mercer performance. A limited number for immediate delivery.

MARTINEZ-BENICIA FERRY and TRANSPORTATION CO.

'THE QUICK WAY TO SACRAMENTO'

HALF HOUR SCHEDULE DURING SUMMER MONTHS

Leave Benicia	Arrive Martinez	Leave Martinez	Arrive Benicia
A.M. 7:00	P.M. 7:00	A.M. 7:30	P.M. 7:30
8:00	2:00	8:30	1:30
9:00	3:00	9:30	2:30
10:00	4:00	10:30	3:30
11:00	5:00	11:30	4:30
12:00	6:00	12:30	5:30
	7:00		6:30
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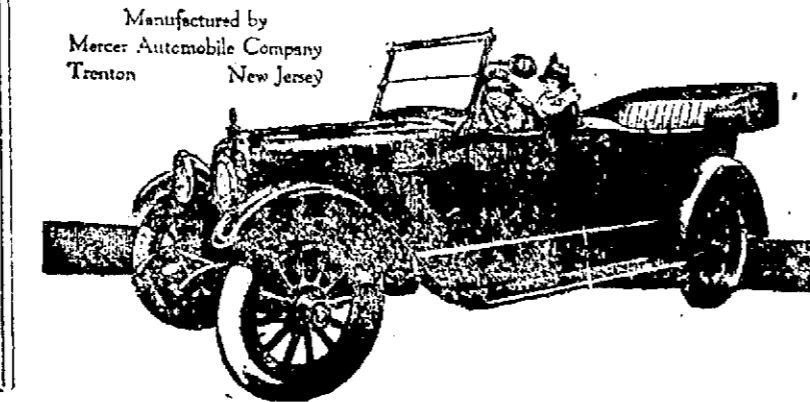
C. D. RAND & CO.,

1519 Van Ness Ave. Phone Prospect 337

San Francisco

See Our Exhibit at the Oakland Show, March 17-22

Manufactured by
Mercer Automobile Company
Trenton New Jersey



Information For Engine Builders in Old Magazine

Queries on mechanical automobile questions in the early days of the industry, as evidenced by one printed below, taken from a 1902 issue of Motor Age, show the character of information which was frequently desired. The question follows:

I am building a gasoline automobile motor for my own use and have it almost finished, except the two-to-one gearing for the valve operating mechanism, concerning which I have run against a snag. Having been a pattern-maker for a number of years for a firm engaged in building heavy machinery, using gears with cast teeth, and which are always figured out by the "circular pitch" method, laid out my two-to-one gearing in the same manner, and now find that the cutters, or rather system of cutting in general use, is what is known as the "diametral pitch" system, and that I will have to pay for a fair of cutters to cut my gears, as the machine shops doing my work use nothing else. The pitch diameter of my gears are 1.91 and 3.82 inches, respectively, with 16 and 32 teeth of 5/8-inch circular pitch. Can you tell me if there is any way they can be cut without going to the expense of buying new cutters?—B. S. F.

With the passing of the censorship governing publication of facts pertaining to certain war activities, come detailed information relative to tests of Liberty fuel conducted by the War Department and bureau of standards. As a result of these tests the new fuel is reported to be satisfactory in every respect as a substitute for gasoline. The cost of manufacture is said to be 40 per cent lower than the cost of gasoline while the power produced is greater.

The manufacture of the new fuel is a still process. The ingredients used are described as commodities which are now a drug on the market. These can be obtained in sufficient quantities to assure an ample supply of the gasoline substitute.

The formula is a secret held by the inventor and the War Department.

Liberty fuel is described as being scented, tasteless and without gasoline odor. The report states that its combustible products produce a cool effect when in motion and that it is non-explosive. It does not give off soot or carbon and starts the motor more readily than the fuel it is expected to replace.

The quality and specific gravity of the new fuel are changeable at will, will ignite only from spark or flame. No special apparatus is required either in the engine or the carburetor to attain the desired results.

Practical tests of the Liberty fuel were conducted by army officers with the aid of a Garford three and one-half ton truck.

According to the official report, this truck carrying a load averaged 16.4 miles per gallon with 15-hp. fuel over a distance of 222 miles. The route lay through the mountains of the Cumberland district.

The truck used two gallons of water in the radiator and consumed two and one-half quarts of lubricating oil, an average of 10.1 miles per quart during the test.

The journey was made at a speed of from nine to twelve miles per hour, the maximum speed being necessary because of rain.

With gasoline the truck, under like conditions, averaged 6.37 miles per gallon. It used eight and one-half gallons of water in the radiator and four and one-half quarts of oil, an average of 6.25 miles per quart. The truck easily negotiated the Cumberland district mountains on Liberty fuel, the report states.

HINT FROM THE RAILWAY.

The locomotive engineer frequently uses his hand to determine lubrication failure, and this is a hint that the car owner can put to good use. Failure of lubrication permits excessive friction and friction generates heat. Any part which is discovered to be too hot to the hand held near it is probably suffering from faulty lubrication.

SHORT CIRCUIT AT GAP.

Short circuiting at the spark gap is sometimes caused by small metallic beads, formed by the intense heat of the spark. These beads form a bridge between the electrodes across which the current passes. This trouble, fortunately, is easily discovered and cured simply by removing the beads.

Gas Bombs Are Used by Striking Waiters

PHILADELPHIA, Pa., Mar. 15.—Chinese waiters who are on a strike for more money and less hours have devised a scheme with which they more than even old scores with their employers. At the crossroads in Chinatown, when a gas lantern is brought with him in the law of De Soto, George De Soto, the town marshal, De Soto was arrested, charged with disorderly conduct. The idea was that he tried to help Sheldon secure possession of the latter's three-year-old son.

De Soto was found in the Washington Park hotel. He was taken to Hyde Park court and charged with disorderly conduct.

"I'm not coming to Chicago ever again," De Soto said. "Here I am, the law of De Soto, and as soon as I get to Chicago I get arrested. It's all wrong."

At the Automobile Show

Your Opportunity to Investigate Franklin Efficiency

YOU have been hearing on all sides of the remarkable efficiency of the Franklin—in its combination of real fineness with a steady day-by-day delivery of

20 miles to the gallon of gasoline—

instead of the usual 10.

10,000 miles to the set of tires—

instead of the usual 5000.

Economy such as this is unusual, especially in the fine car field. And now comes a splendid opportunity to investigate it—

The Automobile Show.

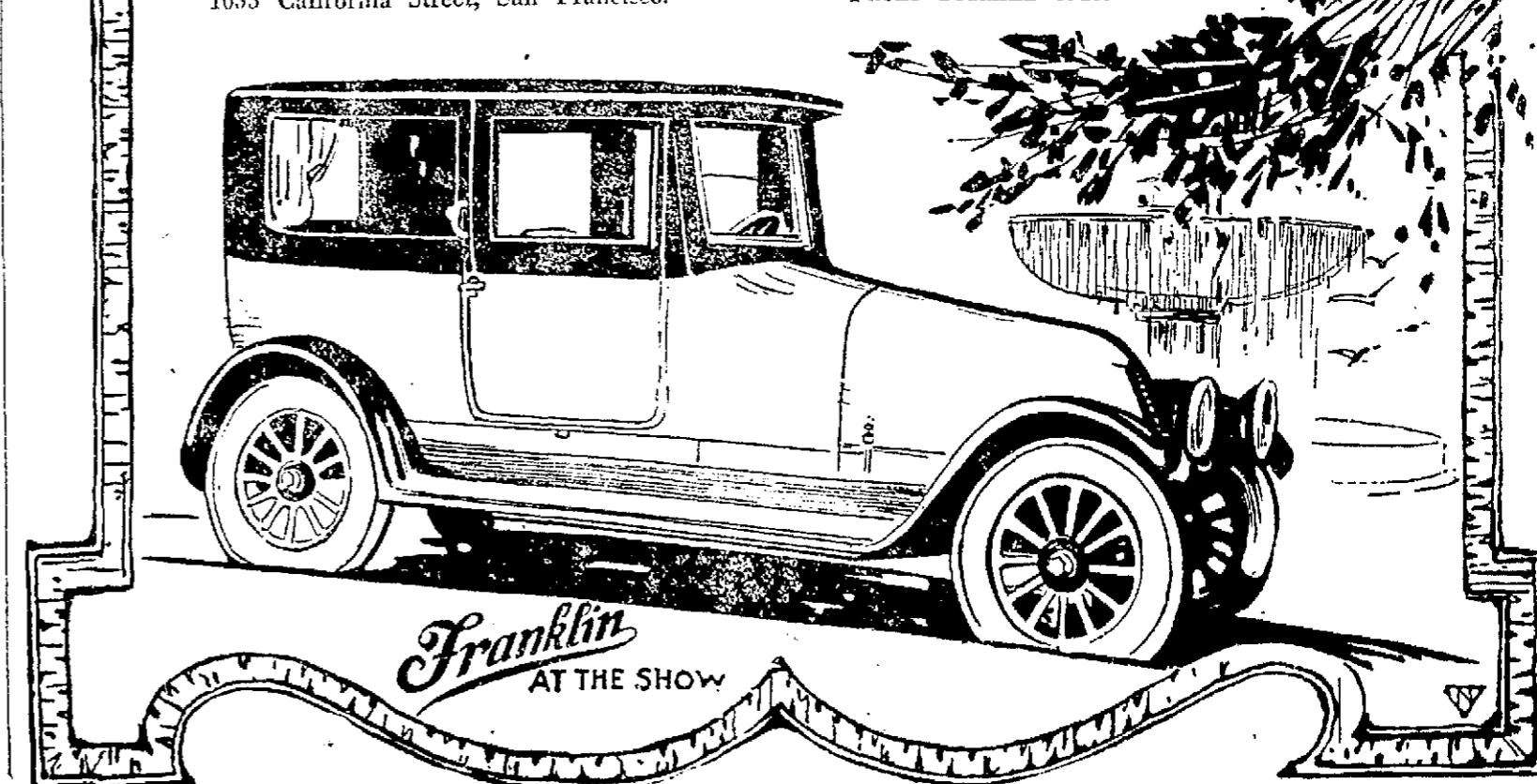
FRANKLIN MOTOR CAR CO.

G. A. BOYER, PRESIDENT.

B. W. HAMMOND, MANAGER.

LAKESIDE 4400

Phone Franklin 3910.



CARE NEEDED ON STEERING POST, GEARS

If every owner of a motor car gave his vehicle the attention and care that it needed, said vehicle would, like the one horse clause of fragrant memory, be good for almost indefinite running. Moreover, there would be no need of writing stories on what to do about the motor car road how to do it. But unhappily there is not a car in existence that is built up with absolutely 100 per cent efficiency and most of them get only a tithe of the actualy essential attention.

Which brings us to the fact that the average car owner is peculiarly prone to neglect the steering system of his vehicle. Now this has had enough in summer, when the roads are generally in good condition, but at this time of year, when operation is uncertain at best, it is an extremely dangerous situation. During the winter months of ice, snow, rain or sleet, the steering system of the car ought to be frequently inspected and adjusted as need arises.

Every motor car of today has a steering system that is the same in its essential features. There is the steering wheel, fastened on top of a post, from which is attached to one side of the front axle. From this knuckle more linkage connects across the axle to a similar knuckle on the other side. When the steering wheel is moved, the post moves and linkage is moved to front wheel and because of its connection to the other wheel the two move in unison. This in brief is the principle of all modern steering systems.

What are known as the steering gears are located at the bottom of the post. It is these gears that move the linkage as the driver moves the steering wheel. There are two types in general use today, viz., worm and helical, gear and nut. Each of these is simply a different way of accomplishing the same result. In effect they are reduction gearing for reducing the necessary motion of the steering wheel.

MANY PARTS OF GEAR.

Now the average owner does not realize that practically every part of the steering system is in motion all the time that the car is moving. Even on the smoothest road there are enough irregularities to cause wear and tear in the linkage and gears, which inevitably produces wear and tear. If the various points are not kept properly lubricated this wear is greatly increased. Therefore the first thing to be done with respect to the steering system is to give it systematic lubrication. This applies to the gears, to the various joints and to the pins on which the steering knuckles turn.

The continual friction occurring in this system, as lubrication is maintained, causes great wear and this must be compensated for by taking up the slack resulting. The slack may be taken up in two or three places. It is best first to find out where the wear has been greatest in the gears at the bottom of the post, in the ball joints or elsewhere. Grip the tire rod with the hand and try to move it back and forth to see if play exists. Do the same with the steering links, that connects the steering and with the front axle. A nut behind a spring is provided to adjust the ball joints. All that is necessary is to remove a cotter pin, turn down the nut, insert the pin again and all is well. If play has developed in the gears an adjustment is usually provided just above the case in which the gears are housed. Generally this takes the form of a nut or a bolt held in place by a pin. The pin is removed with a screwdriver, the nut is turned slightly and the pin is put back. Each time the nut is turned the steering should be tested.

PIN HOLDS KNUCKLE.

Steering knuckles are held in place by a pin on which the knuckle turns, as we noted before. All these have bearings and most of them bearing bushings, although some have ball bearings. Lubrication is often necessary here, or early failure of the part will result. As a matter of fact the steering knuckles should be lubricated every day to insure proper action.

So much for the steering system itself, but there are other considerations if good steering is to be insured. The front wheels must be accurately linked up or steering is hard, while tire wear is excessive. Almost every car owner knows that the front wheels are not perfectly aligned. As a matter of fact, the tops of the wheels are further apart than the bottoms. In addition, the wheels are slightly toed in, or gathered. The amounts of tilt and gather used vary with different cars. Usually the tilt and gather are equal and are about $\frac{1}{8}$ of an inch.

When it is desired to check up wheel alignment the following is the proper method of procedure. Turn the steering wheel so that the front wheels are the exact distance away from the frame. Measure the distance between the fronts of the two front wheels on a line even with the hub caps. Then measure the distance between the rears of the two wheels at same elevation. The rear measurements should be greater and the differences will vary with the make of car. If the owner is in doubt he should consult the service station for the proper tilt.

Every owner should check up the alignment of the front wheels at least twice a year, and once or the times should be NOW. If the wheels suffer a shock, even by striking against the curb it is advisable to check up the alignment. In case the front tires begin to show signs of excessive wear it may be assumed at once that the wheels are out of alignment. This condition may be corrected by adjusting the tie rod which runs from one steering knuckle to the other and has a movable section at one end.

The average car owner is afraid of winter driving, he is afraid of the slippery road surfaces he has to travel over. But if he will give his steering system, including the wheel, a thorough going over and adjustment and will use tire chains when conditions demand them he need have little fear. Further, he should remember that it is never safe to travel over slippery roads at the same speed that may be used with impunity on dry, safe surfaces.

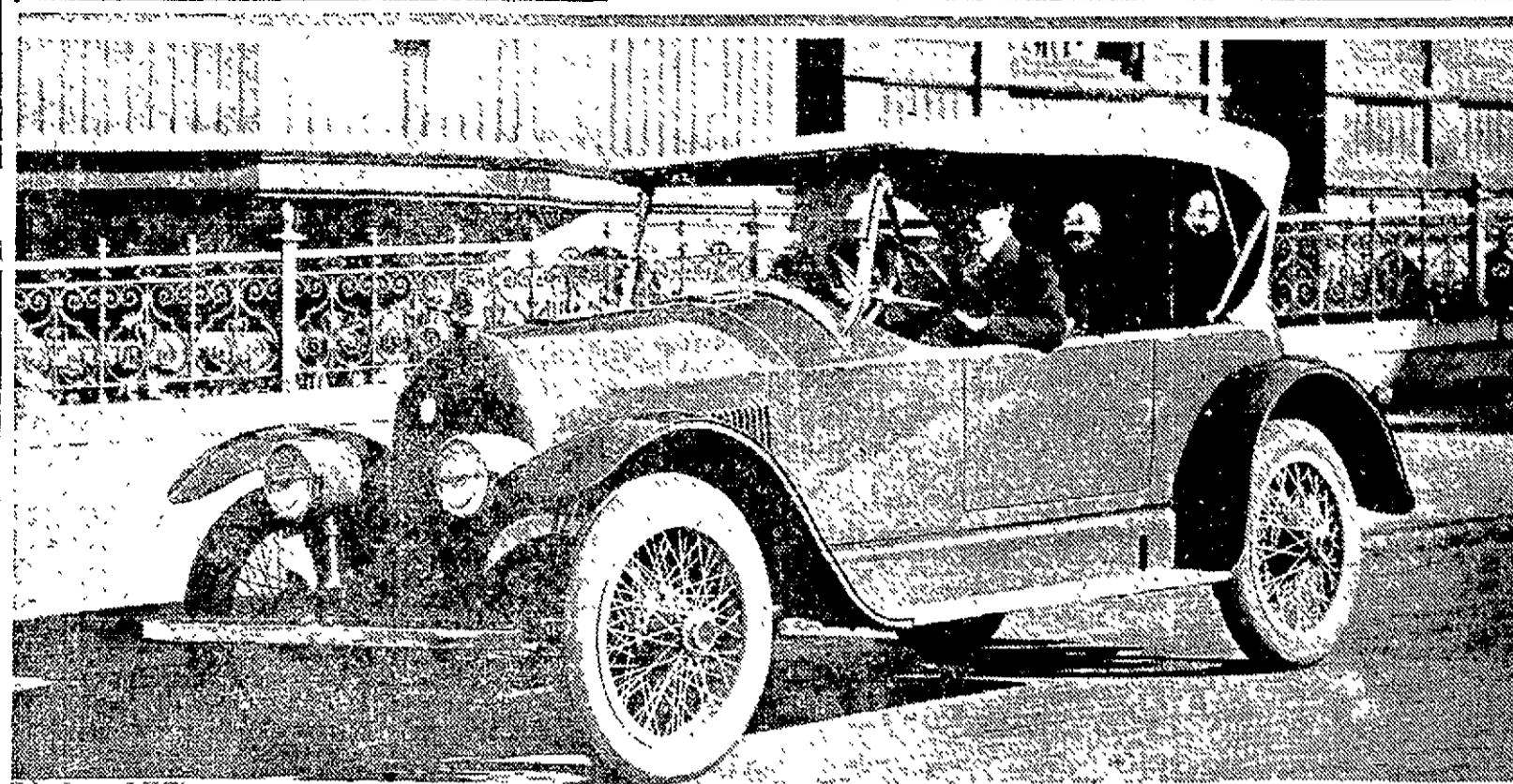
\$75,000 SPENT IN ONE YEAR FOR POSTAGE

When John N. Willys began building Overland cars back in 1903 his Toledo factory contained 300,000 square feet of floor space. It was then one of the largest automobile plants in the country.

Today the floor space aggregates 5,232,126 square feet, or an equivalent of 120 acres, fifteen times as great as originally. And further additions are being planned.

Between \$75,000 and \$100,000 a year is spent on Willys Overland Inc. for postage. An average of 22,000 pieces of mail are handled each day by the mailing department of the Overland administrative offices in Toledo.

THIS SPECIAL KISSEL CUSTOM BUILT CAR IS ONE OF THE NEW MODELS WHICH ARE TO BE DISPLAYED at the automobile show. The Western Motors Co., new California representatives of the line, have secured a prominent location in which to exhibit three handsome special built types.



Cull Canyon Is Alluring Spot Roads Are Good And Trip Is Easy Excellent Picnic Spots Are Found

Oakland boasts some of the most scenic country in the west, and to prove that the boast was not idle one party of newspapermen made a trip into the foothills country last week and took a look.

"There are many wonderful spots to go to in the transbay territory," says Jas. Gray, manager of the Western Motors Company distributors of Kissel and Maxwell cars.

"Last Sunday I sent a Maxwell car over the roads of Oakland to Niles canyon and return by way of Dublin and Hayward. In wandering about the country over there the driver decided to see what he could find. He discovered a new canyon trail, new to him. It is called Cull canyon and has a good road, but very narrow and a pretty stream—an ideal spot for a picnic."

The trip is easy, and good roads all the way. Start from this city at the Creek Route Ferry and go over to First and Broadway, then out Broadway to

Twelfth street and then across the lake one follow the road to San Leandro and Hayward. At Hayward turn to the left and follow the Dublin road until you see the yellow sign of the California State Automobile Association, which reads Cull canyon. Turn here and follow the road which winds along a stream. The road is narrow, and so proceed carefully and sound the horn on the turns.

There are many good picnic spots here to load the family into the car and take a lunch along and make a day of it.

A good way to make this trip is to start about 10 o'clock in the morning and plan to get home in time for dinner, then go back to the Hayward, Dublin road and go over to the water temple at Sunol and then through Niles canyon and back to Hayward and Oakland.

This makes a delightful trip, excellent roads every foot of the way, delightful country, plenty of fresh air and

DESERT ROAD SEVERE TEST FOR ANY CAR

Between the town of Topock, on the east bank of the Colorado river, in Arizona, and Yucca, a distance of thirty miles, is the "road of a thousand washes." This portion of the trail passes through desolate sandy desert, which is replaced with mud on account of "dry washes" caused by the terrific downpours of rain which come but a few times during one season of the year. The almost endless succession of crossings of these washes is hard to test any car, and all along this section are strewn broken car parts and decrepit tire casings.

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WAR MEMORIALS OF VALUE URGED

W. L. Day, president of the General Motors Truck Company, has some practical suggestions averted the proposed erection of memorials to the United States soldiers and sailors who died in battle during the war with Germany.

In addition to guiding the affairs of the truck company, Day finds time for many other activities and he has given some thought to the memorial question in common with many other Americans, spurred by the desire to prevent, if possible, a duplication of the useless monstrosities of sculpture and architecture that sprang all over the country at the close of the Civil war. While agreeing with the spirit embodied in the bulletin on "war memorials" recently issued by the Municipal Art So-

ciety of New York, Day believes that all such stone and granite tributes to the soldier dead should have a distinct civic and municipal value.

Don't depend upon your horn to clear your path.

Don't fail to stop, look and listen at railroad crossings.

U. S.-MADE CAR MAKES HIT IN HEROIC FRANCE

American motor cars have made many loyal friends in France as a result of the epochal visit of General Pershing and his 2,000 go-get-'em doughboys.

This is one of the many encouraging overseas observations made by Albert H. Haught, an expert mechanic employed by the National Motor Car and Vehicle Corporation of Indianapolis, who spent six months in France with the 200 National sedans that were attached to the American forces.

"Just as our automobiles changes had to be made to adapt machinery and floor space at the manufacture of Rolls-Royce and Hispano-Suiza airplane engine work, so has this readjustment been taken as an opportunity to replace methods that were found to be good before the war, but which have been improved by the experience with war work.

The Franklin management is now working out an ideal manufacturing layout after a plan which was set considerably in advance and which includes the moving of stock, machine supervision of greater detail and much closer and tends to

only toward the highest quality of work.

The plant is now arranged on the progressive group plan, by which all parts entering into each principal unit are machined and assembled in their entirety in distinct departments. All inspection and storage of stock is also a unit with such departments.

A special feature of the rearrangement is that the Franklin factory is now an ideal desktop plant. Those departments which have been on the ground floors of several buildings are being transferred to lighter quarters, as it is now possible to utilize for the first time several plant additions that have heretofore always been occupied by war work operations.

An idea of the extent that facilities are being expanded is given in the addition of 28,000 square feet of floor space devoted strictly to improvements in painting processes.

The Franklin company has established an independent department in which special colors are han-

TRAILER IS MADE POPULAR BY WAR

In accord with the policy adopted by the William L. Hughson Company, to concentrate on the commercial car end of the business, announcement has just been made that this large automobile concern has concluded arrangements whereby they will supply the entire line of the Lee Loader & Body Company, nationally known as the biggest manufacturers of automobile auxiliary equipment.

This company concentrates its entire forces on the manufacture of commodities which are a necessary adjunct to the motor truck, as well as loading devices to facilitate the quick handling of goods that are to be transported.

War, with its demand for quick transportation and maximum efficiency in the transportation of foodstuffs and essential articles has brought the motor truck owner to the realization of the fact that the use of trailers of various types will materially increase his profits and permit him to utilize his motor truck to the greatest advantage.

Many instances of the part that trailers have played in the movement of transportation are coming to light every day. Recently a Federal truck, with the aid of a trailer, was enabled to haul the largest log that was ever taken out of the Northwest, hauling a load that weighed over 29 tons, a fact that could not have been accomplished without the aid of a trailer.

MOTOR DEMAND STRONG FOR 1919

"This is the year." Briefly and effectively with that forceful sentence attached to every letter and every piece of literature it sends broadcast in the United States, does the Jordan Motor Car Company reflect the unanimous sentiment of the automotive industry, recently released from war work to fill the neglected demand for automobiles.

"This is the year" truly signifies conditions existing in the automobile market for 1919 is certain to improve.

The situation of motor cars production of different factories is increasing steadily, but the pent up demand of two years, during which America was fighting side by side with the Allies has descended upon the makers of automobiles with such volume that it is not a matter of where to dispose of cars but how many can be made.

Thousands of patriotic Americans are giving up their cars during the war period, but they decided to "make the old car do a little longer." These motorists are now in the market again, supplemented by hundreds of thousands of persons who have saved up enough to enjoy the better things of life and naturally the automobile stands first on their list. They are going to buy cars, and that is why automobile manufac-

turers are frantically trying to force production to meet the unprecedented demands.

The opinion is expressed by Edward S. Jordan, president of the Jordan factory, in a letter to C. D. Rand, Jordan distributor in Northern California, that there will be a shortage of hundreds of thousands of automobiles this year, simply because factories cannot build them fast enough.

Stoll was stationed at the North Island aviation headquarters.

He spent about two weeks looking over conditions in the automobile business after his return to this city and decided, that for him, the W. L. Hughson organization was the one firm he wanted to be with.

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This Maxwell Truck has 25,000,000 miles behind it

ONE thousand times around the equator is about the mileage of all Maxwell trucks now in use.

What this tremendous mileage has taught may be found in the Maxwell truck you buy today.

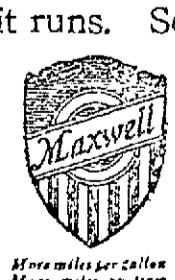
For the keen engineering done in this remarkable carrier of freight has not been laboratory engineering but road engineering.

That is why the Maxwell is so practical, why it seldom needs mechanical attention, why it is always a delight for engineers to look over.

It is every man's truck. It is not a road rolling monster. Neither is it light and flimsy. It will carry 80% of the different kinds of loads conveyed by horse or motor.

Surprising, of course, is the chassis price—\$1085; several hundred dollars less than any other truck of similar capacity. Quantity production is the reason for this.

Pays for itself as it runs. See it and save.



Western Motors Co.
Corner 24th and Broadway, Oakland
Corner Van Ness and Jackson, San Francisco

NASH MOTORS
VALUE CARS AT VOLUME PRICES

See the full line of Nash Passenger Cars with Perfected Valve-in-Head Motor at our salesroom

Tate Motor Sales Company

2847 BROADWAY, OAKLAND

Lakeside 1491



Perfected Valve-in-Head Motor

Five-Passenger Touring Car \$1720

Four-Passenger Roadster ... \$1720

Seven-Passenger Car \$1880

Six-Passenger Sedan \$2520

Four-Passenger Coupe \$2520

Prices f. o. b.

Oakland

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AUTO SPARK PLUG LASTS LONG TIME

The spark plug is simply the means of introducing into the combustion chamber of the engine a spark gap formed between the ends of two wires. The spark jumps this gap, as it does so imparting its heat to the gas mixture, thus exploding it. Simply stated, this is the function of the plug—to explode the mixture by means of the heat of a spark, but at the same time the plug itself must be able to withstand the tremendous heat and pressure of the explosion; it must not easily escape of the electrodes; it must unfailingly transmit current so the gap will be jumped and it must do this many thousands of times a mile of running. When one considers the work a spark plug has to do, it is surprising how well and how long this little part remains in service. Plug trouble today is as common as it was years ago, and we have heard of plugs functioning without attention for as many as 20,000 miles.

There are hundreds of designs of plugs made of a variety of materials and made in numerous shapes and styles. It is easy to see how difficult it is to design a plug to meet all the conditions demanded of it, yet the standard spark plug does its work admirably well, which accounts for this article's consideration of things, the way to install them properly, the type to get and not to get, plating troubles and how they may be remedied.

Since the end of the plug must introduce a gap into the combustion chamber there must be two wires or electrodes with their ends separated to form the gap. One of these electrodes takes the current from the ignition wire from the ignition source, must be electrically insulated so no current will leak out, while the other electrode must be grounded in some way. This latter always is attached to the spark plug shell or the metal part which screws into the cylinder, while the other one, called the center electrode, always is imbedded in an insulator made of porcelain, stone, mica, etc. The insulator and the shell must be joined together to make a unit of the plug, and this is done either by cementing them together, forcing them to compression tightness by means of a nut, etc. Of course the two parts must fit together that no mixture escapes, and the usual way of obtaining this tightness is by introducing a gasket or washer between the two parts.

Plugs are made with open or closed ends, but certain types will not operate successfully with each type. Often a closed end plug gives trouble with an engine which operates with open end and gives entire satisfaction.

The real important parts of the spark plug are the insulator and electrodes. The former is usually made of mica or porcelain so as to withstand the tremendous heat and also changes of temperature without cracking. Porcelain and mica compositions are used, of course this type is more easily cracked than mica, both by the heat and by a wrench when installing. These materials may be used in combination in the same plug, the best form consisting of an outer stone insulator and an inner mica one. The only trouble with mica is that it is liable to absorb oil, but if the construction is right this can be prevented altogether. The only advantage of the combination type is that there is double protection, so that if one insulator fractures the other will prevent current leakage. In buying a plug you cannot tell by looking at the insulator whether it is good or not, because some cheap stone looks just like good material. The reliability of the maker is the chief consideration.

THICK LAST LONGER.
Electrodes must be of such material as not to be quickly affected by heat, spreading and changing the gap size, or burning away altogether. Nickel wire, or similar high heat resisting wire, usually is used, but the car owner should take note of the thickness of the electrodes. Thick ones last longer than those of small diameter.

The commonest trouble with spark plugs is caused by cracked insulators, resulting in short circuit, causing a poor spark or none at all at the gap. Often one cannot tell by examining the outside whether the insulator is cracked, because the trouble may be in the hidden portion. The only safe way is either to dismantle the plug if it is of the one-piece type, or test it by laying it on the cylinder head with the plug side attached. Then by cranking the engine the gap may be watched for a good spark. Gaskets, except hidden ones, may at once be noticed if the engine is operating in a dark area; sparks will be seen on the outside of the insulator.

Fouling is another plug trouble. This term refers to the carbonizing of the electrode ends and bottom of the insulator, resulting in a short circuit since the current will pass through the carbon instead of jumping the gap which offers greater resistance. The carbon deposits in troublesome quantity because oil is splashed on the plug, and if the plug is of the sort which retains the oil carbon forms there. It is usual to hook up the ground electrode so that oil will tend to flow away from the gap.

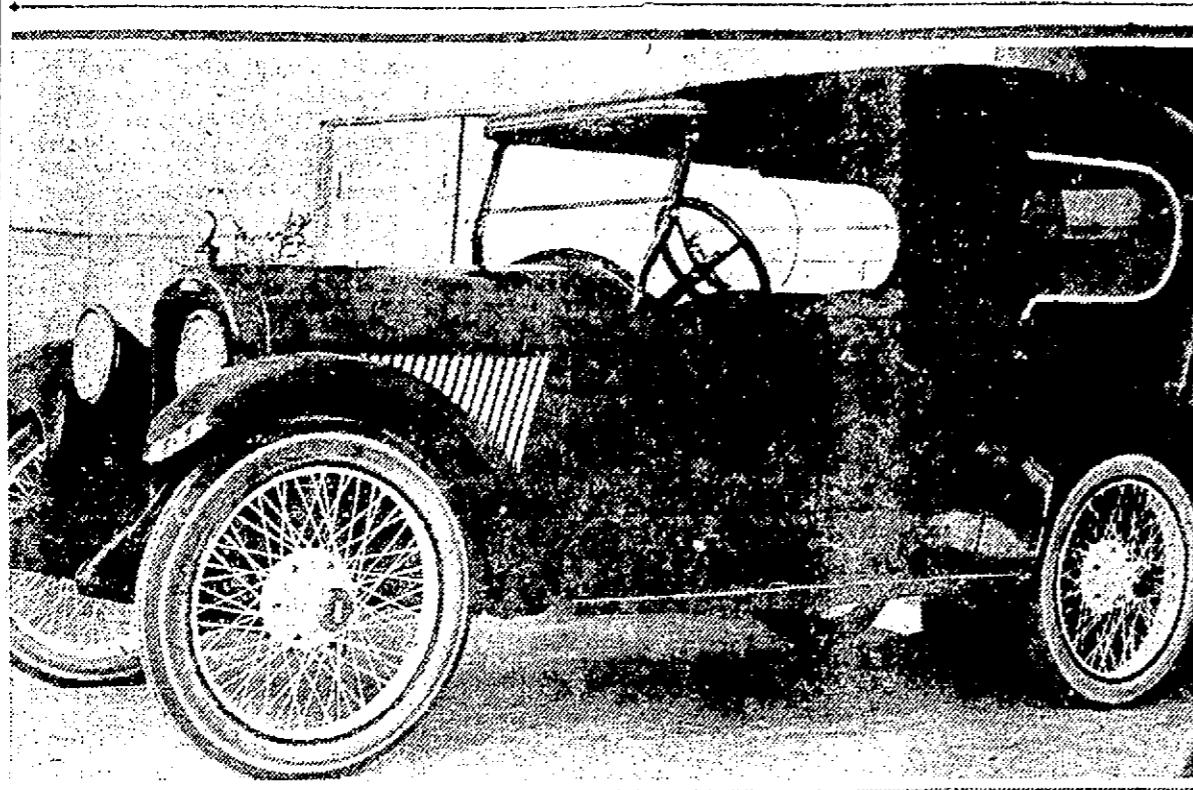
When plugs become carbonized they should be cleaned by immersing in kerosene and then removing and scraping the carbon off. The scraping may be done with a knife, but care should be taken not to roughen the parts, as this makes a good foothold for more carbon. When plug fouling persists the cause should be gone into—probably leaky piston rings, too much oil, too thin an oil, worn or pitted cylinders, etc.

The gap at the plug end must be properly set. The usual gap is 1/32 in., but this will vary slightly in different engines. If the gap is too wide the spark may be too weak; if the gap is too wide there may not be sufficient voltage to cause the current to jump it. The gap is easily adjusted by slight bending of the ground electrode.

A spark plug should not be removed or taken apart unless it is giving trouble or might be giving trouble. Occasionally a spark will go around the plug seats and watch to see if there is any leakage of gas. Bubbles will appear if there is leakage. At the seat to cylinder joint this may be caused by a poor gasket, dirty gasket, or worn gasket, or the plug not being screwed in tight enough. If the plug is of two parts the gasket at the joint may be dirty or bent, or the check not may not be tight.

The right length of plug should always be used. It must have the points down below the level of the cylinder head and not in a pocket, where dead spaces always exist. It also must not stick too far down. Find out the best type for your engine and always ask for that no matter what you get. Avoid sensational types which are said to spark even if carbonized and to give more than one spark. If they are carbonized the current will go through the carbon and not where the maker says it will.

ONE OF THE LEXINGTON MODELS WHICH THE CALIFORNIA MOTOR SALES CO. will show this week is this special finished touring model. Fitted to it is a richly designed top which is destined to create favor with lady buyers.



Motor Truck Industry Growing Fast

War Time Problems Good Training

"The problem of turning our factories to the manufacture of peace products is not nearly so serious as that which confronted us in converting from a peace to a war basis," asserts a high Republic official in a letter to Phillips C. Cole, Republic distributor.

"Our continuous production of Republic trucks throughout the war on a grand scale, despite lack of orders, and fact that our work for the government was practically confined to the production of standard trucks, enables us to make the post-war transition with little or no change in our manufacturing facilities."

"The elimination of government work from plant 1, an important unit of the Republic factories, has permitted the plant to resume work producing trucks for peacetime use. The last big contract of standard 3½-ton Republic war trucks left our factories just before the beginning of the new year. There are still a number of Republic trucks being built under government specifications at our military plant. There should be completed and ready for delivery the middle of next month. This will clear out dead stock and enable us to put through our extensive production plans without interruption."

"When the history of the motor truck industry is written, the year just passed will probably be pointed out as the year in which the motor truck came into its own."

"No one industry was more in the public eye during 1918 or the year previous than the motor truck industry. Given its big opportunity by the world war and the consequent necessity for bettering transportation facilities, the motor truck immediately made good. And now, even the most skeptical will admit that the field of motor truck usefulness has hardly been scratched and that the new giant industry is bound to grow to even greater proportions."

THE TOP.

It is peculiarly timely at this season of the year, with the spring rains just ahead, to remind the car owner that the top should never be folded when it is wet or damp, as this will cause the formation of mildew and ruin the fabric. Gasoline should never be used to remove grease or dirt from the top, as it ruins the rubber composition and causes blisters. A leather top should be washed with castile soap and

A Captain of Industry

Bethlehem dominates the "Dependable Delivery" field for every kind of service—every kind of weather—on every kind of road; they are stout-hearted and strong of frame—the famous Bethlehem motors are their hearts, and the famous Bethlehem overload capacity chassis their frames.

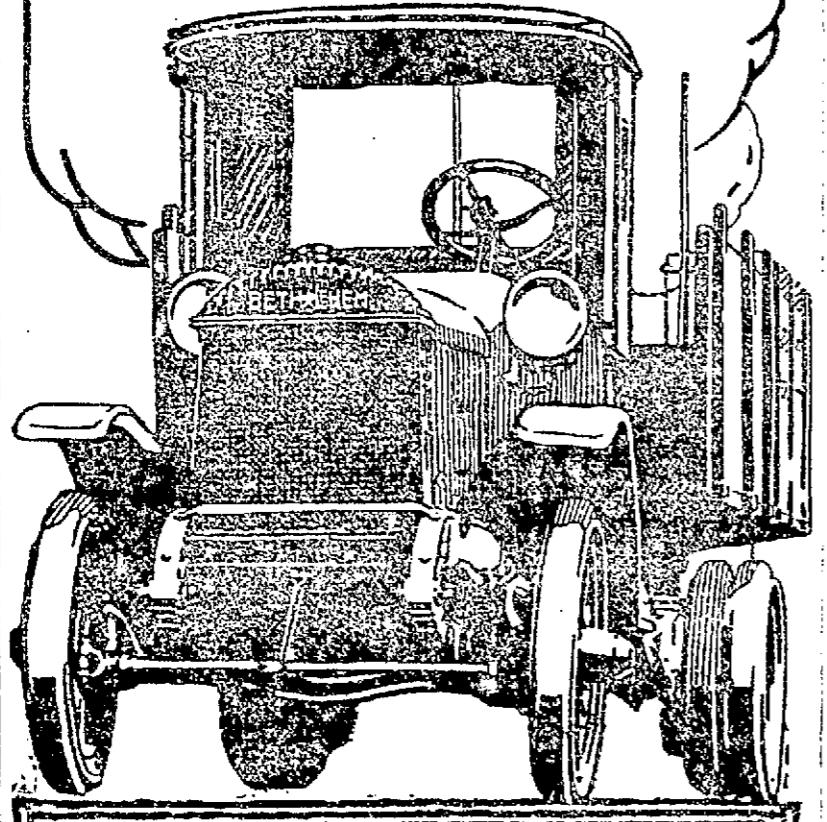
Bethlehem trucks put your business in the vanguard of good service because they are unfaltering, always ready—always equal to their tasks.

Bethlehem Internal Gear Drive Motor Trucks have Gray & Davis Electric Starting and Lighting. They are the trucks for today and tomorrow's business efficiency tests.

They have that clean-cut look resulting from proper proportions, accuracy of workmanship. Examine a Bethlehem and get its story of "Dependable Delivery."

1½ Ton Chassis 2½ Ton Chassis 3½ Ton Chassis
\$1965 \$2365 \$3465
F. O. B. Allentown, Pa.

E. L. Peacock Auto Co.
3020 Broadway, Oakland—Lakeside 5100.



BETHLEHEM
Internal Gear Drive
MOTOR TRUCKS
Dependable Delivery
BETHLEHEM MOTORS CORP. ALLENTOWN, PA.

NEW METHOD OF RATING POWER, CHANDLER CLAIM

Horsepower of an automobile, according to a recent pamphlet published by the Chandler Motor Car company and now being distributed locally by the E. L. Peacock Auto company, northern California Chandler distributor, depends "not on the bore and stroke, nor on the maker's rating of his motor, but depends entirely and only on the net power transmitted through the bearing to the wheels."

The Chandler builders, in publishing the pamphlet referred to emphasize the essential characteristics of the car which make it a "smooth, silent running, clean and powerful motor," such as it is claimed are found only in the highest grade cars that are manufactured today. Explaining the source of horsepower the Chandler builders say: "Greatest of all anti-friction devices known to engineering science is the annular ball bearing. It performs the greatest service with the highest ratio of efficiency. Ball bearings show this remarkable superiority because they operate with a pure rolling motion. The ball is the only type of bearing in which pure rolling motion only is present."

"Annular ball bearings are self-contained simple pinions. They do not require adjustment because they are always permanently in correct adjustment for long, hard, dependable service. They are nearly frictionless, therefore least susceptible to wear."

Golf Tourney Is Show Feature Automobile Men to Clash on Links Noted Players to Enter the Lists

As an important corollary to the big auto show in Oakland, the auto men are staging a hot tournament on the links of the Sequoyah Country club here.

The tournament committee, consisting of Chairman Chas. Burman, Howard B. Rector and Bob Thompson, have appointed Eaton McMillan and Jack French as captains of the two teams.

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LETTERS TELL ABOUT TRUCK ACHIEVEMENT

As long as the scenes of the world war remain indelibly stamped in the minds of our own and allied soldiers there will remain the memory of Mack trucks in every phase of the war work—powerful, enduring, ready to lend their super-strength, pulling heavily loaded trucks, heavy artillery, arm trains of French railway cars; ready to serve with equal loyalty motor transport corps, engineering department, battery, artillery, station, hospital or supply base.

At the New York office of the International Motor company, letters are beginning to pour in giving many interesting accounts of Mack performance behind the fighting front, relating instance after instance when Mack power and endurance conquered seemingly insurmountable obstacles.

Among letters which have been forwarded to H. H. Morris, manager of the International-Mack Company, Mack distributors are one unanimous story from a combatant camp in France, where a startling picture is drawn with a dramatic skill none the less vivid because it is unconscious. The driver of a Liberty truck tells the story in his own simple convincing way:

"One sees the long train of trucks plowing their way through the darkness and drenching rain, the truck just ahead suddenly demolished by a German shell, one truck in the lead trying to push ahead but stalled in the mud, the third truck in line also stalled and between them a Mack—ready to save the day."

Without more ado the water plunges into the body of the Mack truck with an enthusiasm well warranted, for the powerful Mack motor besides pulling its own load out of the mud, shoved the truck in front and pulled out the truck behind, all at the same time, showing in copy of the letter printed verbatim:

Personnel Office, Headquarters building, Convalescent Camp, A. P. O. 70, January 17, 1919.

Mr. Pink, International Motor Co.

Sixty-four street and West Land avenue, New York.

Sir: Some more good news, in fact I haven't heard a discouraging thing regarding the Mack since coming over here. I have a picture of the Mack taken out of the November issue of "The War Digest," which was hanging up in the office of a soldier who had been in the motor truck transportation service on the Verdun front noticed it. He said that is a real honest-to-God truck.

Questioning him he told me this: "I'll never forget the day, dark, everything drenched with a fifty-six-hour downpour, and we were under a heavy shellfire, there were at least twenty trucks in the train, the average speed being about ten miles an hour. My truck was loaded with food, we were approaching a big hill when a big bullet made a direct hit, demolishing a truck just ahead of me. This caused a hold-up and when we started again my Liberty stalled. This caused a stoppage of all trucks back of us, so we couldn't get started, so the fellow back of me said, 'Get in, I'll shove you up.' (This is the part where the Mack comes in.) Well, he got into the Mack, soon we started, I being shoved, the other being drawn up and off by a Mack plus its own load."

This Mack was driven by a colored soldier who was feeling rather joyous—resulting from over imbibing. It just goes to show that truck that is right, no matter how trying the circumstances will always make good.

Best wishes for good business. Respectfully yours,

JAMES FITZPATRICK

Takes First Bath in Twenty-three Years

CHICAGO, March 15.—Charles Hugland for the first time in twenty-three years took a bath. Hugland, who says his home is "here and there," was arrested in his garret—the oven, the tub, the seats, the sweater, one vest, two shirts, two pairs of underwear and one pair of pants. His beard was three feet long.

"I haven't shaved or taken a bath for twenty-three years," Hugland explained. Police say to it that the water for Hugland's bath that night was hot.

\$25,000 OFFER TURNED DOWN; MAN GETS \$5

CHICAGO, March 15.—Major W. W. Pearce of Wankee in several weeks ago accepted in his drug store a freak federal reserve bank note which, though genuine, was of \$5 denomination on one side and \$10 on the other. Immediately curio collectors bombarded him with letters and telegrams. Half a bushel of such curios offered him, asking a price as any collector in the world will pay, and then some. One collector figured out that if the major's note was the only one in circulation it was worth all of \$25,000 as a curio.

But the United States secret service department took a hand. Major Pearce was ordered to send the bill to the Chicago secret service. He says they promised to return it.

Then Major Pearce received a letter declaring his precious \$5-\$10 bill had been taken up by the government and would be seen no more. Included also was a crisp new \$5 bill, but there was no fateful \$10 mark on the obverse side.

The major wrote to Washington about it and now Washington has sent word that "the possibility that this note might be imposed on innocent persons for a \$10 note justifies the government in retaining possession of it."

And thus bang! went a potential \$25,000.

W. T. RANCEL

will buy your old tires or allow liberal prices in exchange for new ones

Ajax Tires and Tubes

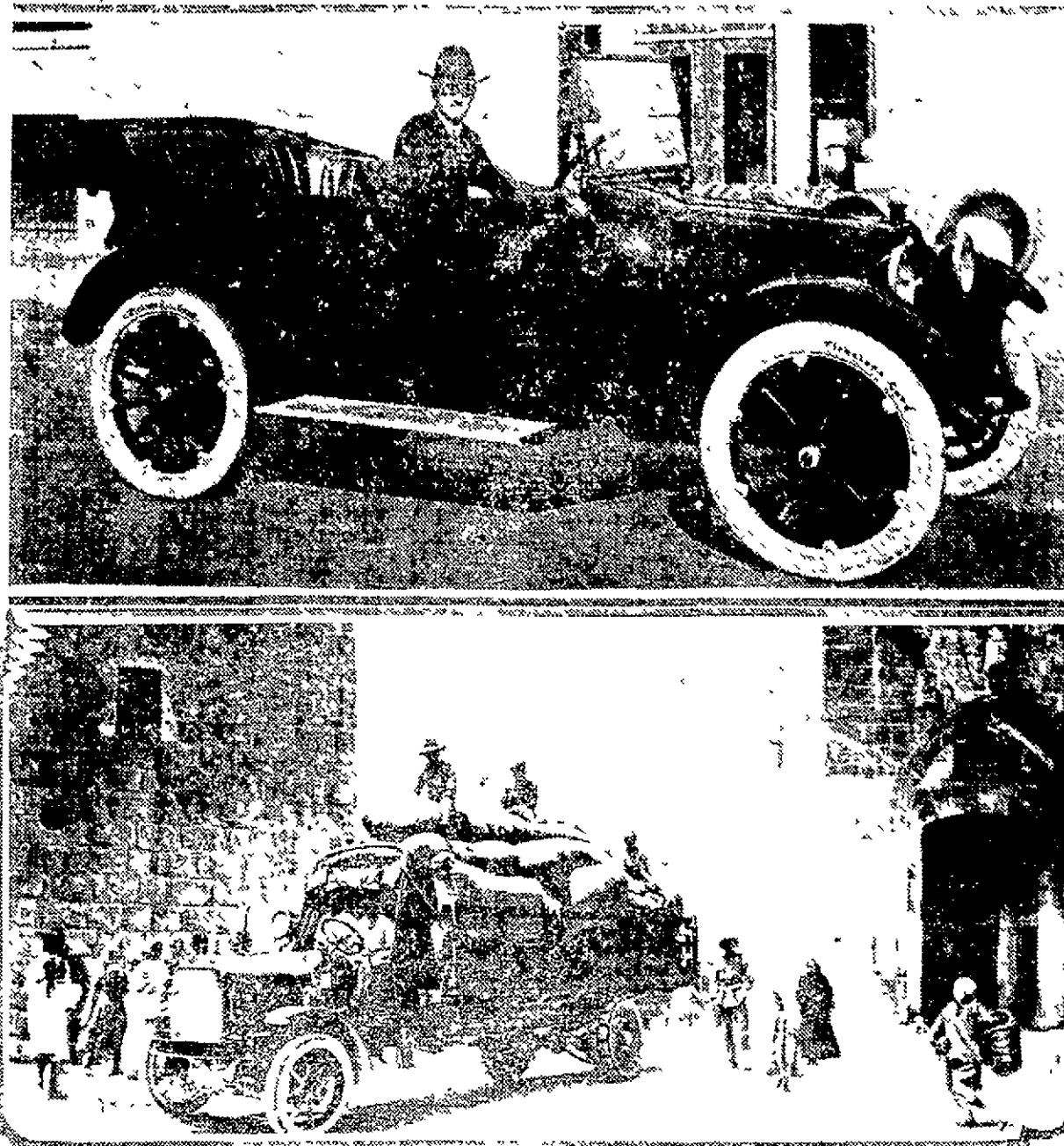
Retreads Guaranteed

6TH AND WEBSTER STS.

Phone Oakland 679

Work called for and prices given

EARL COOPER, THE RACING CHAMP, ISN'T ALWAYS TO BE FOUND AT THE wheel of 90 h. p. racing chariots. In everyday life this Chevrolet meets his ideal for practical business and towing purposes.



CONQUERING A HITHERTO UNINVADED TERRITORY. A WHITE 5-TON TRUCK is here seen making its entrance into Jerusalem with supplies for the starving inhabitants of this historical Biblical City.

Wanted 3-Ton Truck to Go to Barber Shop

CAMP DEVINS, ALABAMA, March 15.—A private in the Motor Transportation Corps requested a truck to take him down to Ayer, Vt., to get a haircut.

Man Breaks Back, Dies 3 Years Later

FORT LEAVENWORTH, KAN., March 15.—Peter Johnson, 40, of this place, died the other day after living fit three years with a broken back.

MACK TRUCKS

ARE NOW REPRESENTED
IN OAKLAND BY A

Direct Factory Branch

at

2543 Broadway

To better serve our present patrons and to insure immediate attention to prospective truck buyers, this move has been necessary.

Oakland's importance as an industrial and commercial center justifies our faith in its future by our investment in a direct factory. A service department has been installed.

Mack trucks are built to give a low ton mile cost for the period of their natural life, and this is what counts.

It is better to buy a truck that operates at a low figure instead of one that sells that way. There is a difference between a low service cost and a low-priced truck. That is why you never find them together.

You cannot save on the truck cost and not add to the service.

International Mack Corporation

2543 BROADWAY, OAKLAND

2020 VAN NESS AVENUE, SAN FRANCISCO

BLUE EYES WIN CASE FOR WOMAN

SEATTLE, March 15.—Does a good housekeeper know her own laundry mark?

Deputy Prosecuting Attorney C. A. Bachelor thinks she should, just as she ought to know her street number and the amount of money she has in her checking account. He asked the great question in a particularly case, tried in Justice Old Drinker's court, what her laundry mark was. The defendant had been accused of stealing some fine household linens belonging to her neighbor.

"My laundry mark is 824 or 835 or

maybe 830," the defendant replied to the prosecutor's query.

The two men on the jury looked distinctly shocked. The four women and their eyes took on the expression of a woman trying to remember the number of pearls in the top of a sock.

"As a matter of fact you do know what your laundry mark is, do you?" demanded the prosecutor.

"No," testified the defendant.

But there were other elements in the defendant's favor, such as a pair of straightforward blue eyes and five children and the jury returned a verdict of not guilty. But one of the jurors remarked when he left the courtroom that he was going to find out if his wife knew her own laundry mark that very night.

Give right of way to vehicles approaching crossings from your right.

Give right of way to police and fire apparatus and ambulances.

CURLING IRON IS FACTOR IN TRIAL

CHICAGO, March 15.—Every man

tumbling around among the things on your wife's dressing table." "It looks like a pair of scisors with wooden handles," said the other.

"And it's deadly, too," a woman whispered. "The curling iron bath no miseries that peroxide cannot cure."

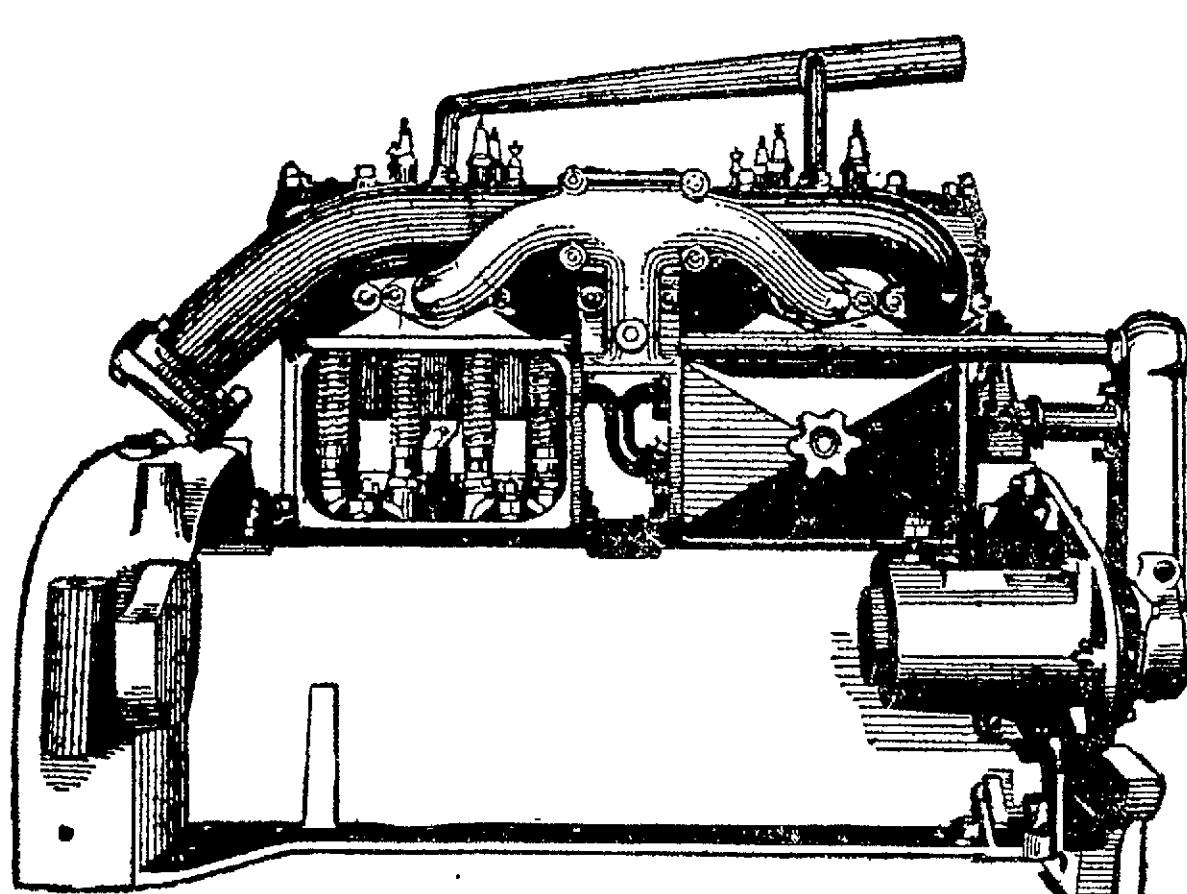
Assistant State's Attorney Daniel Ramsay insisted there might be simple men on the jury. The judge glanced knowingly at the jurors. The youngest looked bewildered. So Judge Guerin ordered a description of the weapon supplied. The youngest juror appeared relieved when he heard what it was.

"Fortunately," another woman answered. "The curling iron bath no miseries that peroxide cannot cure."

Assistant State's Attorney Daniel Ramsay insisted there might be simple men on the jury. The judge glanced knowingly at the jurors. The youngest looked bewildered. So Judge Guerin ordered a description of the weapon supplied. The youngest juror appeared relieved when he heard what it was.

Don't allow children under 14 years of age to operate an automobile.

Pass to the left when overtaking other vehicles.



See This Standardized Class B Military Truck Motor at the AUTO SHOW—"It is the Best Truck Motor in Existence"

COME to our space in the show and see the motor that made such a wonderful record in military transport work in France and at home—a record so far ahead of any truck record yet made that over 77,000 Class "B" Trucks, containing this motor, were ordered by the Government during 1917 and 1918.

This motor was designed at a conference held between the army officers, who had used trucks during the Mexican campaign, and the motor and motor-truck engineers and makers of this country, to fill a need made apparent by the failure of the average commercial vehicle to stand the severe punishment of continuous military use.

Its success in military service makes it an ideal commercial power plant, because the motor is the most important unit in a truck. The truck's entire success depends upon its engine. It may have every other feature of one hundred per cent efficiency and still be a failure as a haulage factor.

An underpowered motor of doubtful life should never be considered in truck equipment. There is no price you could pay that would make it cheap—as a gift it would be expensive.

The standardized Class "B" Military Truck Motor is simple in design, easily cared for, wonderfully smooth in operation, very powerful, developing 50 horsepower at 1050 R. P. M.; has an advanced oiling system, with positive feed, under pressure, to all bearings and piston pins; the cooling system is most efficient; only two sizes of bearings are used—every feature a heavy duty power plant should have is present. "It is the best motor in existence."

This motor and the Moreland Chassis, with its four-speed forward transmission, amidship; its steel wheels; its radius rods; its Timken axles and bearings and Timken worm drive; its springs, every leaf of chrome vanadium steel; its sturdy frame and its Moreland Gasifier make a commercial truck that we feel is not equaled by any on the market.

When you visit the Show be sure to come to the Moreland exhibit. It will surely be worth your while.

MORELAND MOTOR TRUCK COMPANY

W. A. DALEY, Branch Manager

New Address---3450 Broadway, Oakland

SAN FRANCISCO BRANCH—FOURTH AND HARRISON STREETS

Ask for Our Booklet on "The Liberty Truck Motor"

BEN HAMMOND HEADS FRANKLIN COMPANY HERE

NOT MANY MOTORISTS KNOW AS YET OF THE NEW CASTRO VALLEY ROAD BUILT LAST YEAR BY THE ALAMEDA COUNTY SUPERVISORS. It is a splendid highway and affords motorists leaving this city over the Foothill Boulevard a decided short cut to the Lincoln Highway. Pictured on the road is an Essex Touring car which Sales Manager Harry Oliphant of the H. O. Harrison Co. drove over it last week.



No news in recent weeks has caused the same amount of gossip in local automobile circles as did the announcement of the appointment of Ben Hammond as Oakland manager of the Franklin Motor Car company. For the past nine years he has been associated with the W. L. Hugger organization, holding first a salesman's position, then a sales manager for Standard Motor Cars. Within his first year's term, with that concern then known as the Standard Motor Car company, he was promoted to the position of manager, which office he has since successfully filled.

During the past year he has been president of the Alameda County Automobile Trade association and has further strengthened the position this body holds in the automobile world.

Apart from his success as a salesman, Hammond has made quite a reputation as an endurance and stunt driver and is now the possessor of the CHICAGO MOTOR LEADERSHIP CAR. He has turned his hand to racing, driving a car furthest up to the mountain grade in high gear.

Mrs. P. K. Webster, who was in charge of the local branch until the appointment of a permanent local director resumes her role as the star automobile saleslady on the Pacific coast. Her brilliant success in selling has won wide comment in various motor trade journals throughout the United States, and she will prove a valuable aid to Hammond in making Franklin cars increase in the popularity the line has now attained in this section.

A BADGE OF HONOR FOR THE WAR TIME

The design for the United States War Industries Badge has been created and every effort will be made to have the dies completed and the first batch of medals in readiness for September 1, the date set for inaugurating the award of the Department of Labor's industrial service insignia to deserving civilian war workers.

On and after the date every man and woman who is faithfully doing his or her share in producing war supplies will be eligible for this Federal recognition of patriotic service, proved by unflinching efforts in shipyards, machine shops, and factories engaged on government contracts.

The design of the War Industries Badges as an insignia of merit to deserving industrial workers has been authorized by Secretary of Labor Wilson, on the recommendation of the War Labor Policies Board, following an agreement between the war production departments of the government.

RECOGNITION OF WAR WORKERS.

This new extensive offering of recognition to civilian war workers is responsive to the general acknowledgment that those who are steadily producing war supplies are taking a vital part in the prosecution of the war, second only to the part played by the men in actual contact with the enemy. Some such recognition is doubly due from the fact that many skilled workers who might be eligible at the front are not in battle only because they have been plainly told that their place of greatest service at this time is in war industry.

Charles T. Clayton, director of the Civilian Insignia Service of the Department of Labor, who formerly was Assistant Director General of the Employment Service, announces that the War Industries Badges will be distributed, slightly larger than a quarter dollar, and will be attached to a red, white, and blue enamel bar 1½ inches long.

MONTHS OF SERVICE.

Four consecutive months of uninterrupted service in war production will entitle a worker to the first badge, which will be of bronze. Eligibility to the second badge, which will be of silver, from the same individual, made of different metals, will result from eight consecutive months of war service. Award of the bronze badge will be retroactive on properly supported application, but no silver badges will be given for industrial war service performed prior to September 1.

The original plan of having a service bar suspended from the medal, for which four distinct bars were issued, because of the danger of the additional bars becoming entangled in machinery while the wearer is at work. Instead the policy of having the one badge, but in three different metals, has been substituted.

HOW BADGES ARE EARNED.

For the present, eligibility to the war industries badges will be limited to civilian workers in industries under the supervision of a government official, or in a plant that is certified to the Civilian Insignia Service by the chief of a government department as being of sufficient importance in war production to have the badge issued to its workers. In all cases only those actually engaged on government contracts shall be eligible.

Feeling that the medal which will characterize the wearer as a member of America's "Industrial Legion of Honor," should be truly artistic in design, Mr. Clayton's advisory committee, composed of representatives of the war production departments of the government, recommended unanimously that its execution be placed in the hands of one of the foremost artists and sculptors.

THE DESIGNER.

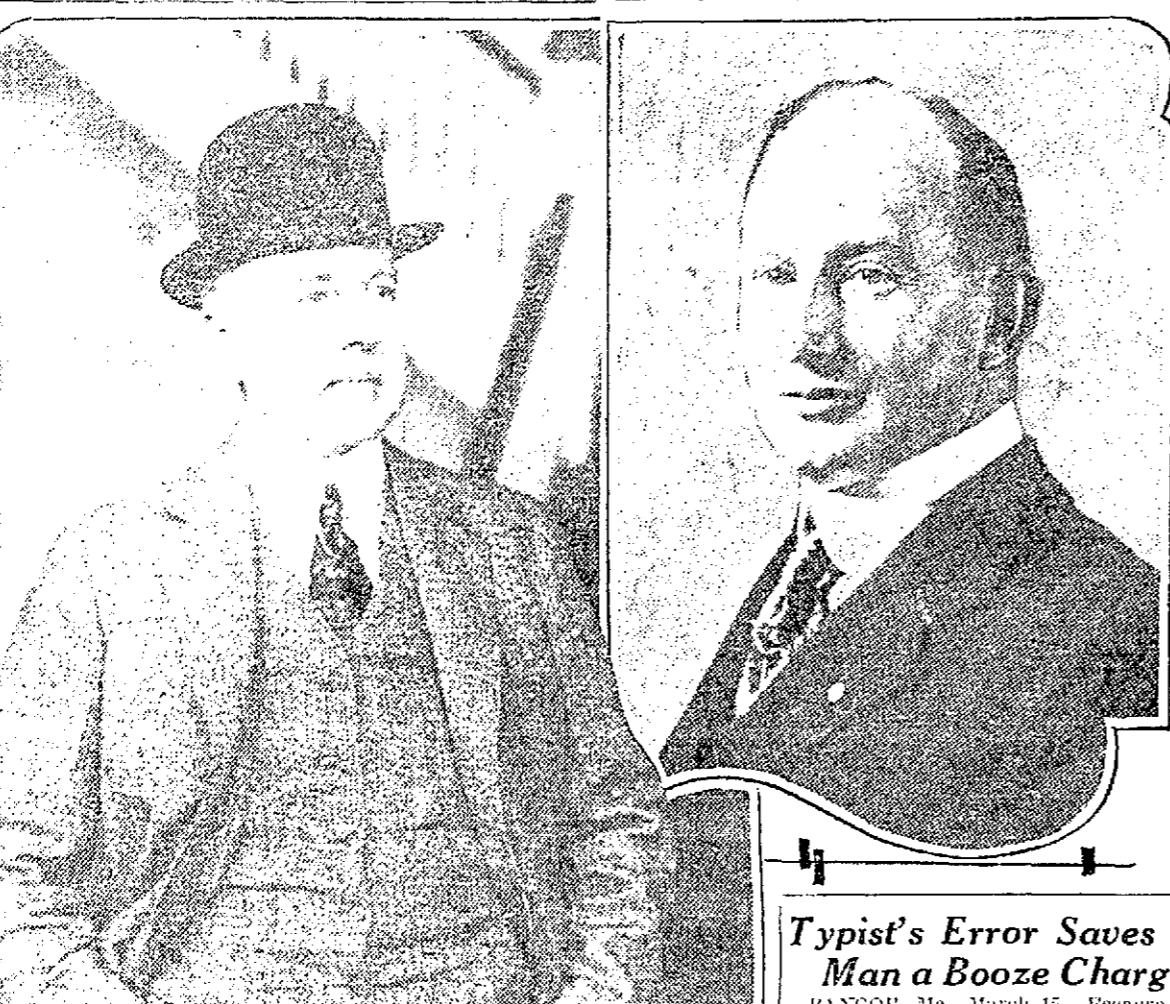
The artist chosen is De Pauwson of New York, one of whose recent commissions was to prepare for the French Government a heroic group commemorating the first victory of the Marne. This statue will be placed at the high-water mark of German invasion when General Joffre broke the Kaiser's drive on Paris in 1918.

Mr. Davidson has composed the design for the industrial medal and is now sculpturing the group of which the medal die will be a miniature reproduction. American Industry supporting the Nation's Military Power is the subject of the design which will be stamped in high relief on the face of the War Industries badge. The group will be composed of a standard and small worker supporting on one hand the figure of an American soldier in full fighting equipment. The models for these figures were selected by Mr. Davidson and Director Clayton after a long search through war plans in the New York district.

THE WORKING PATRIOT.

Miss Clara Williams, of New York, the model for the munition worker, was picked as a typical American working

TWO OF THE MEN WHO FIGURED IN THE MOST TALKED OF CHANGE ALONG AUTOMOBILE ROW during the past week. (Left) G. A. BOYER, president of the Franklin Motor Car Co. and (right) BEN HAMMOND, popular motor car salesmanager who has been made Oakland manager of the Franklin interests.



Typist's Error Saves Man a Booze Charge

BANGOR, Me., March 15.—Because a typist hit the wrong key Victor Chaisson, local hotel proprietor, was saved from jail. Deputy sheriffs raided the hotel and captured a quantity of liquor.

The young woman typist who made out the warrant hit a "p" instead of an "n" instead of "summons." Counsel for Chaisson claimed that the warrant was defective, and Judge Blanchard of the municipal court sustained the claim. The case was dismissed.

Was Soldier One Year, But Never Left Home

WINSTED, Conn., March 15.—A goat catcher in Franklin, Mass., shipped thirteen goats to B. E. Moore of Winsted, Conn., and Mr. McAdoo's scrupulously honest railroad express delivered fifteen to Mr. Moore, who put them in his stable. When he went to look after them in the evening the goats were gone.

Mr. Moore has named the first set of twins American and Adams, and the second Wells and Fargo.

patriot out of 12,000 women employed by the International Amis & Fase Company, of Newark. Fred G. Schow, the supervisor, was chosen similarly from the force of the Tiejet & Lang Corp. of Hoboken, while the soldier, by special permission of the Secretary of War, was selected as the finest figure in the entire service.

Herbert Dixon, a private in the Medical Corps at Camp Devens, was in the army one year and never left his home town of Harvard, Worcester county. Private Dixon was stationed at Camp Devens, and his unit occupied grounds there in between 1884 and 1885.

Postal savings was established January 2, 1911, and the deposits for that year totaled \$677,115. Each year the total has increased until last year, when it reached \$148,171,489.

HUGE INCREASE IN POSTOFFICES

By HARRY WARD,
International News Service Staff Correspondent.

WASHINGTON, March 15.—There were 51,355 post offices in the United States last year, according to the Post Office Department. The greatest number of post offices was 16,780 in 1880, the date of the first census since its establishment in 1862 having caused the reduction in the number.

The number in 1870 was 75, increased to 13,403 in 1871, and to 62,107 in 1872.

Historical records compiled by the Post Office Department show that the first colonial postmaster was Thaddeus Fairbanks, who conducted an office in Boston in 1639. The Colony of Connecticut established the post office with Benjamin Franklin as the first postmaster general, but Samuel Osgood, of Massachusetts, was the first postmaster general of the United States Constitution, during Washington's administration. The postmaster general was not a member of the cabinet until 1829. There have been 45 postmaster generals from Osgood to Burroughs.

HOW NAME ORIGINATED. The origin of the name "post office," according to the department's historian, goes back to the earliest known means of carrying messages—riders. With the Roman the place where they relayed was marked by a "post" along the side of the road, from which will appear the derivation of the term "post office."

Post roads and stage coaches were the earliest means of transporting the mails, followed later by the steamboat and the railway, and still later by automobiles and airplanes.

The first regular air mail route was adopted, although it had been used in England as far back as 1855.

The first regular air mail route was established in 1863, between New York and New York on March 13, 1863, although sporadic attempts had been made to carry mail by airplane as far back as 1850.

The field between Washington and New York requires approximately two hours. The early post rider, it is recorded, made the trip in from thirteen to fifteen hours by using relays of horses running at full speed for a distance of five miles. Stage coaches can make the trip in five hours.

In 1863 free delivery of mail in cities was undertaken in 49 cities with 439 carriers. In 1880 there were 1,000 cities and towns with 2,000 carriers, while last year there were about 26,000 city delivery offices and about 45,000 carriers.

The first rural delivery routes, three in number, were established in 1891, and there are 43,220 rural routes and about 10,000 star routes.

Special delivery service was established in 1883, while the registry system was established in 1884, and money orders in 1884. Postal savings was established January 2, 1911, and the deposits for that year totaled \$677,115. Each year the total has increased until last year, when it reached \$148,171,489.

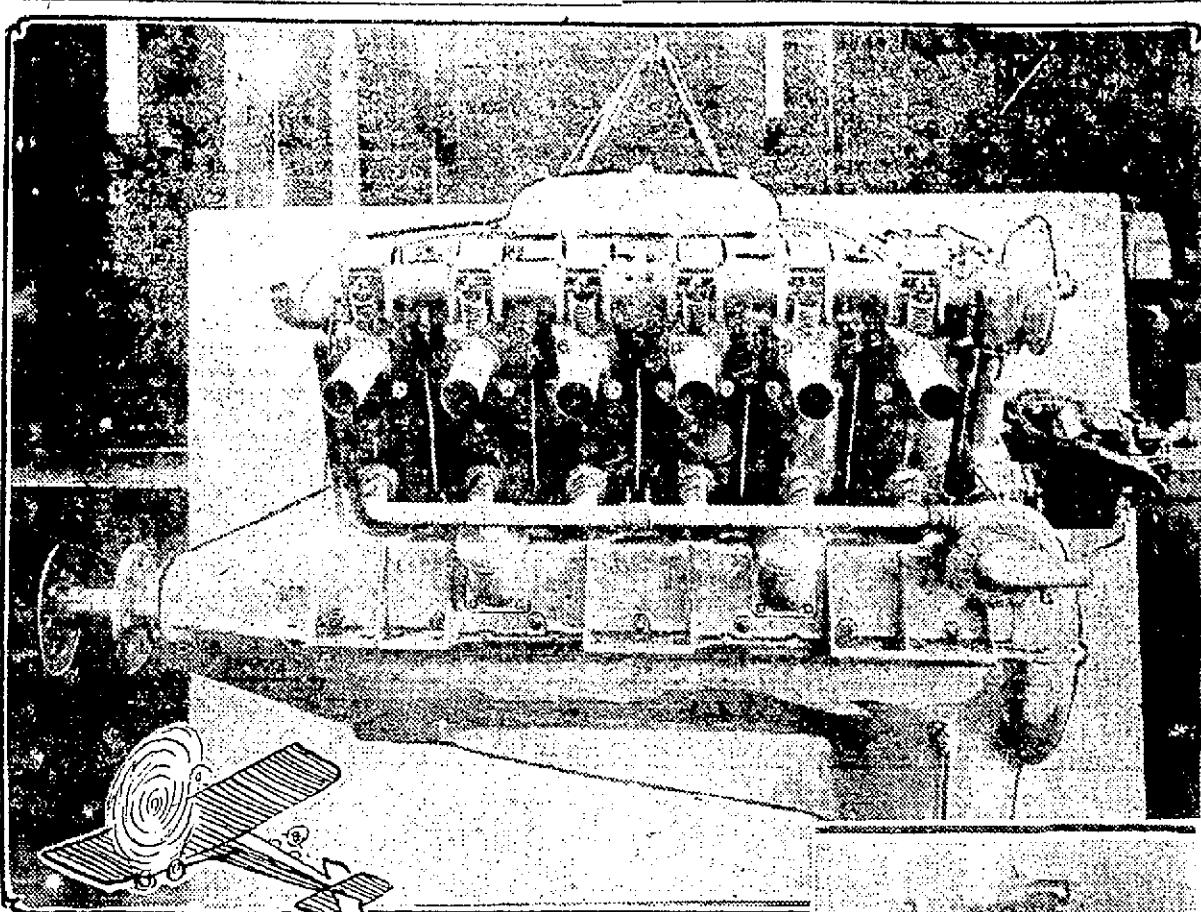
GROWTH IS MARVELOUS. The total number of pieces of mail matter of all kinds handled in 1847 was

STATE ROAD APPORTIONMENT HOW THE GOVERNMENT WILL AID

What the states will receive from the original Federal Aid Road bill and its amendment in the next three years is given in the following table prepared by the United States Bureau of Roads.

STATES	Fiscal Year, 1919	Fiscal Year, 1920	Fiscal Year, 1921	Grand Total
Alabama	\$1,676,167.27	\$1,995,501.79	\$2,100,528.20	\$5,772,197.26
Arkansas	1,338,315.30	1,596,136.11	1,680,459.06	4,615,210.47
Arizona	1,096,124.71	1,301,582.79	1,370,078.15	3,767,794.65
Arizona	1,096,124.71	1,015,582.79	1,370,078.15	3,567,794.65
California	2,433,607.29	2,696,071.77	3,048,496.60	8,378,157.66
Colorado	1,375,920.24	1,618,384.51	1,755,141.20	4,759,446.75
Connecticut	492,552.12	582,422.81	611,129.30	1,690,104.56
Delaware	1,019,194.55	1,154,630.46	1,265,768.91	4,417,549.91
Florida	912,449.89	1,090,214.68	1,147,594.40	3,150,259.97
Georgia	2,152,226.65	2,551,485.02	2,652,039.50	7,502,717.16
Idaho	974,371.32	1,159,967.62	1,221,018.55	3,355,357.49
Illinois	3,506,652.82	4,152,546.23	4,311,101.29	12,030,300.34
Indiana	2,163,392.44	2,561,846.86	2,699,388.80	7,426,578.10
Iowa	2,316,226.61	2,741,787.78	2,886,092.70	7,944,067.79
Kansas	2,295,068.00	2,728,996.46	2,872,627.85	7,896,692.32
Kentucky	1,562,265.52	1,856,043.83	1,933,730.35	5,372,039.70
Louisiana	1,086,908.30	1,293,365.16	1,361,458.06	3,741,751.52
Maine	771,393.47	914,339.95	926,463.11	2,648,965.53
Maryland	697,750.11	826,000.31	869,174.04	2,393,224.49
Massachusetts	1,179,698.00	1,400,078.27	1,473,766.04	4,053,542.87
Michigan	2,319,021.33	2,749,706.22	2,894,272.60	7,961,055.15
Minnesota	2,273,822.11	2,699,471.61	2,815,149.00	7,814,422.78
Mississippi	1,434,957.38	1,799,027.70	1,789,976.53	4,942,961.61
Missouri	2,713,079.32	3,221,096.72	3,390,028.19	9,324,180.29
Montana	1,592,847.61	1,984,987.59	1,998,934.81	5,591,711.51
Nebraska	1,706,399.55	2,025,619.93	2,133,281.56	5,866,639.63
Nevada	1,029,338.17	1,221,533.56	1,285,866.90	3,536,928.63
New Hampshire	333,410.35	394,339.72	3,390,028.19	1,143,870.83
New Jersey	949,046.04	1,128,696.52	1,188,101.60	3,205,844.18
New Mexico	1,273,633.56	1,517,692.98	1,597,571.56	4,388,898.30
Rhode Island	186,500.46	221,408.81	233,061.91	640,971.18
South Carolina	1,147,734.05	1,622,861.40	1,443,594.10	3,245,192.55
South Dakota	1,296,734.35	1,340,369.29	1,621,441.36	4,245,534.00
Tennessee	1,815,227.45	2,150,996.65	2,264,207.00	6,230,431.00
Texas	4,678,989.30	5,359,816.89	5,822,438.74	16,891,245.44
Utah	909,205.72	1,078,424.99	1,135,184.20	3,202,814.91
Vermont	362,650.03	429,376.63	451,970.30	1,244,902.06
Virginia	1,589,155.85	1,884,900.61	1,984,103.91	5,545,

THE HALL SCOTT LIBERTY TYPE AVIATION MOTOR DESIGNED BY COL. HALL, ONE of the two principal Liberty motor designers. It is an Alameda county product, and a good one. Shown below is the Model U. S. "32" Zenith carburetor with which most Liberty engines were equipped.



FOUR SPEEDS OR ORDS

Equip your Ford car, Truck or Tractor with a Woodward Auxiliary transmission giving four speeds forward. Put a Woodward on your Ford today.

Alameda County Distributors for the
U. AND J. CARBURETORS

BATES & STEINER

The Ford Men

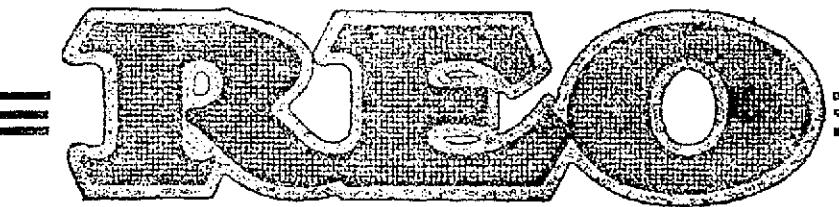
Expert Ford Repairing
Phone Oakland 635
SHOP—235 TWELFTH STREET
Near Alice
Fords Rented Without Driver
Radiators Made and Repaired

Detroit Batteries

Are designed and built by a man who spent years of careful study in the battery business. See our batteries and prices before you buy one.

Auto Ignition & Equipment Co.
Oakland Auto Top Co.

2809 BROADWAY
OAKLAND—LAKESIDE 572



Make Your Own Comparisons

This week at the Auditorium Automobile Show you will have the opportunity to see side by side the leading makes of standard, well-established motor cars.

It is an interesting show and well worth your time.

There will be much interesting talk from the salesmen of the salient features of their cars—good points well worth learning about.

When you reach the Reo booth you will find the only car that has the majority of these salient features incorporated in its construction.

It has more well worth features of design than any other.

Investigate this point thoroughly and you will easily be convinced of the superiority of the New Light Reo Cars.



2100 BROADWAY
Van Ness and Bush
OAKLAND
San Francisco

Consumes Gallon of Whisky in 7 Hours

JOHNSON, Pa., March 15.—Mrs. Nellie Karaway, a Polish woman, was found dead in her home of alcoholism.

RIMS RIM PARTS for All Cars

Prepare now for the touring season. Secure your extra spare rims and parts. Free expert advice on rim changeovers to standard sizes and modern types. Badly worn, squeaky rims are dangerous as well as annoying.

KEATON TIRE AND RUBBER CO.

2811 Broadway

Lakeside 126

San Francisco,
636 Van Ness Avenue

Prospect 324

Re-Rayfield

The RAYFIELD Carburetor can be installed on any car. You will never know what real motor satisfaction is until you use a RAYFIELD. Put one on your car. You take no chances. See our "money-back" guarantee.

AUTO IGNITION & EQUIPMENT CO.,
2809 BROADWAY, OAKLAND
LAKESIDE 572.
Official Service Station

Pastor Given Auto After "Scolding"

CINCINNATI, Ohio, March 15.—The Rev. Dr. Lee Wilson, pastor of Wyoming Presbyterian Church, was visited by the members of the "board," all of whom were a stern look. "We have come to tell you that you have one fault that we cannot overlook," said the spokesman.

"What is that fault?" asked the disturbed pastor.

"That you spend too much time driving a flyover. You have seen too much in your 'Lizzie,'" said the deacon.

"But I—"

"We don't want any excuses," urged the board members. "We didn't come here for excuses, but rather to remind you that you possess something we have in front of your house."

The preacher was escorted to a new high-powered automobile, the gift of his congregation as evidence of their respect for the eighteen months he spent on the firing line with the Yanks.

"DELOUSING CAMP."

CAMP JACKSON, COLUMBIA, S. C., March 15.—A "deousing plant," 36 by 201 feet in size, is about completed at the base hospital here for the purpose of removing "cooties" from the person and clothing of soldiers who have been overseas. A barber shop, dressing room, shower and bath, swimming pool and a disinfectant for clothing form part of its equipment.

SHOES FROM FRANCE.

FULTON, Mo., March 15.—A Fulton cobbler claims the champion long-distance runner of the United States. He received a pair of shoes from France recently to be half soled. The shoes belong to Manny Muir, a Fulton soldier, who sent them to his friend Bill Golding, the cobbler.

Love of 15 Years Ago Recalled by Picture

BUCYRUS, Ohio, March 15.—Fifteen years ago Robert Downing

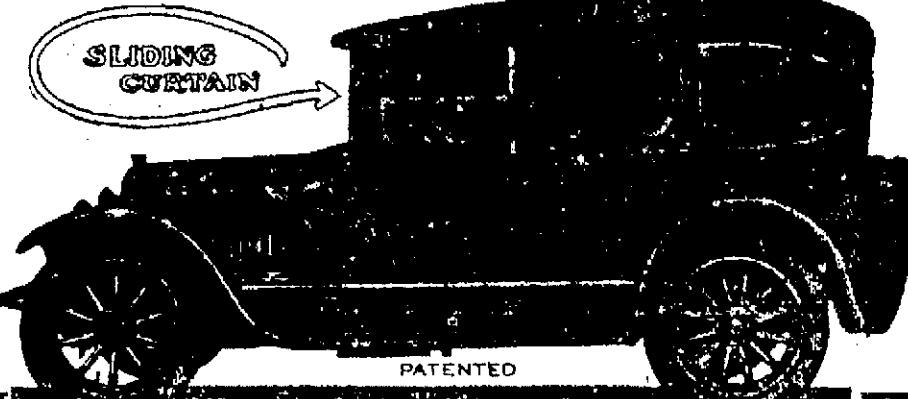
played in Bucyrus with his wife, Eugenie Blair, in "Ingomar." Thegoera remembered the pair very well when Downing returned the other night in a new play. But his return wasn't what caused the stir. Downing was seen sitting in the back part of the theater gazing at a picture. The picture was Miss Blair, the former Mrs. Downing.

Don't speed up to pass a street car that is slowing down.

THE GILLIG TOP

The Latest Thing in Tops

THAT CAN BE CONVERTED INTO A SEDAN IN TWO MINUTES WITHOUT STOPPING CAR

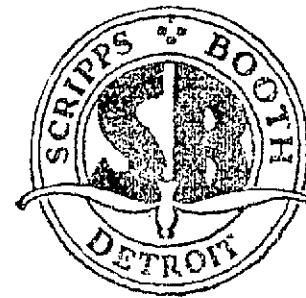


THE GILLIG PATENT TOP with sliding curtains is a permanent TOP which may be attached to the body of any make of automobile, and can be converted from an open touring car to a closed car by the simple operation of letting down the folding channel to its proper position and pulling the curtains down. This arrangement, in two minutes' time, gives you two cars in one, either an open car without an obstruction or a closed car; either side may be opened or closed as you prefer.

"See Our Miniature Top at the Automobile Show"

Painting, varnishing, trimming, upholstering, fender, radiator and lamp repairing, blacksmithing and general repair work, body building and repairing, metal work, wheel work, glass work, baked enameling.

KONRAD GOBEL 3350 Broadway, Oakland
LICENSED GILLIG TOP BUILDER



You Sense a Particular Pride in the Ownership of a

Scripps-Booth

Six-Cylinder

It Is an Exceptional Automobile

as well as a charming mate for the most expensive American cars. It is a marvel of refinement and mechanical accuracy, built upon a chassis of proven worth and stability. It has a powerful but quiet operating value-in-head motor that will furnish you ample motive energy for any emergency or condition.

The General Motors Company, the world's largest producers of automobiles, builds the Scripps-Booth. That alone is a guarantee of its merit.

See Our Exhibit

in our own showrooms at

2857 Broadway

all this week

Scripps-Booth Co. of California

2857 Broadway, Oakland

Telephone Lakeside 5109

No More Days Of Less

Meatless, heatless, wheatless are days of the past; but the thrifty born of them is with us to stay.

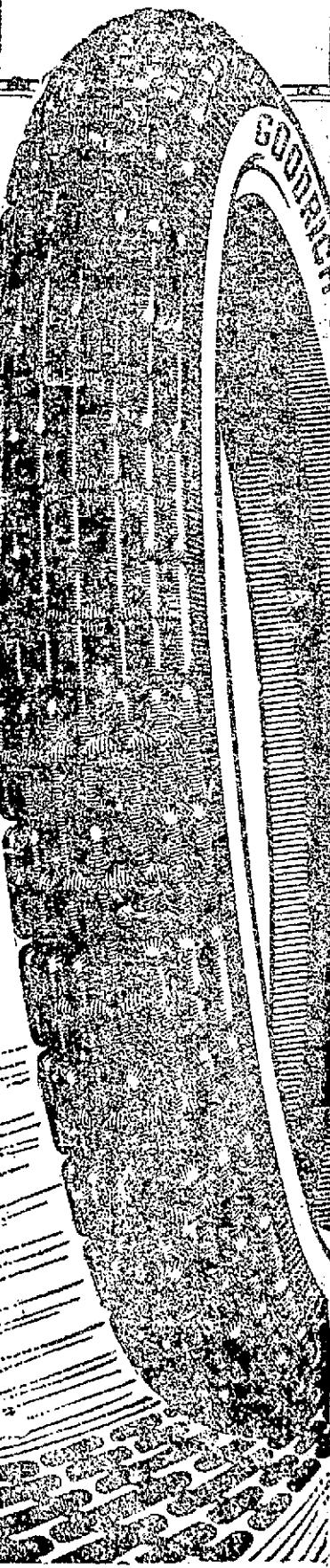
To demand the utmost for a dollar is one great lesson the world has learned. Along with other days of less, it has cancelled days of less service.

Service has always been the Goodrich measure of the value of tires; that is, what a tire proves itself worth you in service on your car, and on the road. You see promise of service in the burly, full rounded bodies of Goodrich Service Value Tires; and their thicker SAFETY TREADS, extra wide to fortify the sidewall against rut grinding. You get fulfillment of promised service value in their dependability and durability wherever you take them.

Buy Goodrich Tires from a Dealer

GOODRICH TIRES

"BEST IN THE LONG RUN"



HAULING LOGS WEIGHING OVER TWENTY TONS IS NOT AN EASY TASK AND MOTOR trucks weren't designed to do such strenuous work. This big Federal performed that feat last summer during the rush war times when speed was necessary in all kinds of production.



FARMERS PROVE THAT THEY ARE GOOD SPENDERS

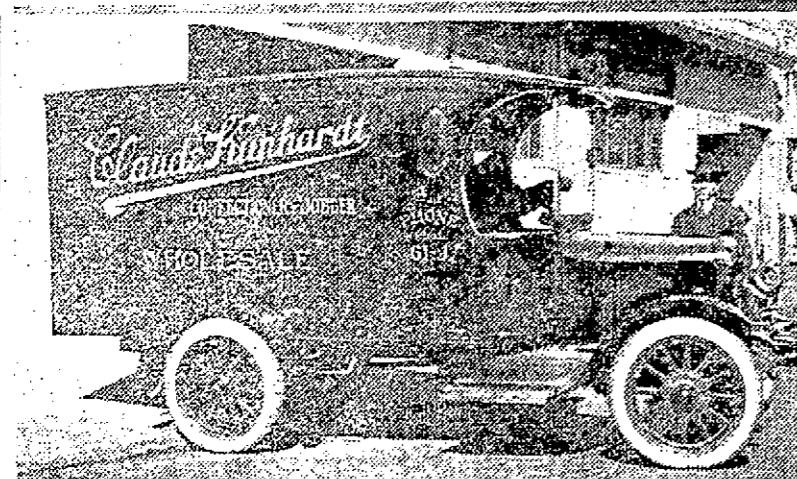
A striking statement of interest to business men throughout the United States is that made by Edward S. Jordan, president of the Jordan Motor Car company, in reference to the situation of the automobile industry in its relation to world events.

"There are many people occupying positions of responsibility in America today," said Jordan, "who indicate in their conversation a lack of appreciation of the following fundamental facts:

"The foundation of prosperity rests on agriculture, transportation and the purchasing power of the masses."

"The farmers of the United States are not only more prosperous today than ever before in the history of this country, but they are guaranteed by the government a very good price for all that they can produce during the present year."

"Farmers are good spenders, contrary to a popular impression that they buy only moderate priced goods. There are 6,000,000 of them in America and in



THE QUICKEST WAY TO COVER COUNTRY TRADE and to get business is via motor truck, in the opinion of Claude Kunhardt, who has just purchased this handsome pneumatic tired Republic truck from the Phillip S. Cole, Inc.

practically every home today, the topic of discussion is 'What shall we buy for father, mother, son and daughter?' The automobile fortunately received first consideration in nearly every rural family when prosperity comes."

"This accounts for the many quick sales off the floor which have been made at all of the automotive shows."

Keep six feet from street cars when passing same.



BOUGHT and SOLD
Rented—Repaired
Accessories, Etc.
See Want Ad. Pages.

FORDSON TRACTOR

ON DISPLAY AT AUTO SHOW

See the Tractor That Is the Sensation of the Agricultural World

Learn why Henry Ford & Sons Tractor is solving the rancher's labor problem—making every acre possible of production.

Its simplicity of construction—its ready accessibility—its ease of operation make a genuine appeal to the rancher.

Uses Kerosene For Fuel

Several Thousand Already in Use in California

William L. Hughson Co.

24th and Broadway, Oakland

GREAT TRUCK CONCERN HERE WITH BRANCH

Recognition of the importance of Oakland as a truck center is again shown in the opening a few days ago of a branch house by the International Mack Corporation at 2543 Broadway, under the management of George F. Emery, a motor car manager, who has been identified with the automobile industry for 14 years. The plan of the Mack corporation for some months included the establishment of direct distribution headquarters here, but the actual carrying out of these intentions was deferred until the proper man could be secured to manage the interests of the organization properly.

Emery has the honor of having been the first man to take a consignment of motor trucks into India,

HELPFUL HINTS

I have got a Dodge roadster that has given me great service, but I had it overhauled and just got it again last week. I haven't driven it far, but I certainly notice that it is using a lot more gas than it used to. The carbon was screened and new valves and parts put in, and I cannot figure why it should burn more gas than before. Can you suggest what is wrong?—Rodney Graves.

The trouble is simply due to tightness in the engine and other parts after the overhauling. After a hundred miles or two of running this should be eliminated, and I think you will find your fuel consumption satisfactory again.

and also into Turkey. It is related that when his advice was sought in Moslem territory the natives dropped to their knees at the sight of gasoline-propelled vehicle and prayed to Allah for relief from the new invader. Now, so reports say, war has entirely changed the fear.

Emery has been casting longing eyes toward Oakland for a number of years, and has awaited an opening which best suited him. In the Mack he is confident of instant success, and has a record of this track in every city where proper representation has been established. A service station will be operated here.

DETROIT STORAGE BATTERY POPULAR

Detroit storage batteries are gaining in popularity in the Oakland field. R. Scheibner, manager of the Auto Ignition and Equipment Co., describes their construction as follows:

The general construction and appearance of storage batteries are somewhat similar. The principal difference lies in the details of construction and the close attention in the selection of material and care in manufacture.

In the Detroit Battery, materials of the highest quality and those able to pass the most rigid inspection used. In addition to this, the Detroit batteries are designed and built by a man who spent years of careful study and research in the battery business, and his experience and "know how" is actually built into the battery, as its performance under the most exacting conditions conclusively shows.

In the construction of a battery, the first requisite is to determine the

Autos Make Wilson Trip More Effective

When President Wilson set foot ashore in France, on his first trip to Paris, he found an army Cadillac at his service. When, on his return from France, he stopped at Boston, he found on American soil, at Boston, he found a Cadillac agent at his service.

The car in which the President rode from the Commonwealth pier to the Copley Plaza Hotel was one of sixty-two Cadillacs which were assigned to meet the Presidential party. It was driven through the crowded streets of Boston by Sergeant William Shea, chauffeur of Major General Clarence R. Edwards. Sergeant Shea was selected to drive the President's car because Major General Edwards had found him to be a particularly skillful pilot in the 20,000 miles he covered with a Cadillac army limousine on the French front.

Nagel's figures show among other things that there are more than 550,000 motor trucks in use in the country today, and then, granting that the average capacity of these trucks is two tons, makes the point that these trucks could carry in one load enough steel of seventy-pound rails to build a 3000-mile railroad.

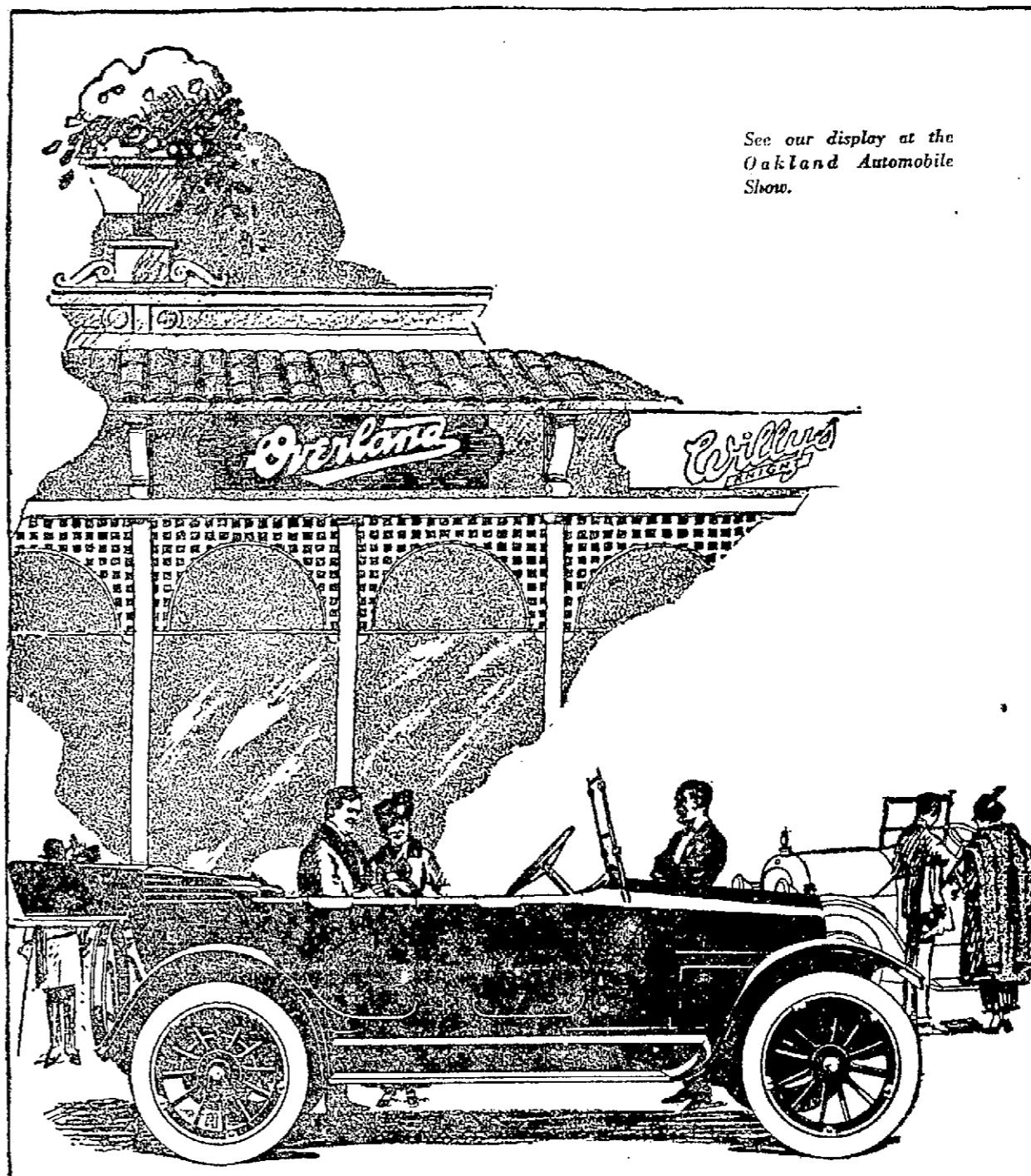
Surface Roads Permanently, Is Transport Aim

An appeal for permanently surfaced roads in order to reduce the ton mile cost of haulage by motor trucks is made by J. Charles Nagel, general manager of the E. L. Peacock Auto Company, distributor of the Bethlehem motor truck, in a resume of facts and figures represented by the road mileages of the country and an approximation of the number of motor trucks in use today in the United States.

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Detroit battery, and it is as nearly perfect as the knowledge of storage batteries goes.

Willys-Overland
TRADE MARK



See our display at the Oakland Automobile Show.

Owners Are Better Guides Than Specifications



Public appreciation is the most potent factor influencing the demand for Overland cars today. The confidence buyers have when ordering new Overland cars is the result of the esteem of 600,000 owners. This condition has its source in our original policy of placing owner-respect above all other considerations. This policy, to which we have adhered for ten years, has built the vast Willys-Overland factories occupying more than 120 acres. While our factories were giving precedent to war work we were enabled to devote painstaking, deliberate study and planning to the cars we now are marketing. We are in an even better position today to merit that public appreciation, on which prestige of Overland and Willys-Knight cars is built.

WILLYS-OVERLAND PACIFIC COMPANY

FACTORY BRANCH BROADWAY AT 29TH STREET PHONE LAKESIDE 132

Overland Model Fifty Five Passengers Touring Cars \$95; Willys-Knight Four, Touring Car \$175; Sedan \$275. Price L. & L. Telephones

Willys-Knight Touring Cars, Coupe, Sedans, Limousines, Overland Motor Cars and Light Commercial Cars

BIGGER FIELD IS EXPECTED IN SALE OF AUTOS

A newer and bigger field for the sale of passenger motor cars and a better understanding on the part of the public of the true place which the automobile occupies in the domestic and commercial life of the country, is seen by C. B. Voorhis, sales manager of the Nash Motors Company at Kenosha, as an immediate prospect for the future.

"There is no getting away from the fact that the recent period of stress through which the country has passed has resulted in a bigger and broader vision of the place that the automobile occupies," said Voorhis. "This has been due to the work which the motor car has done, both at home and abroad."

"In this, that the part which the automobile plays in maintaining the forces of the country to the work at home and carrying out that work is much as for a demonstration of the utility of the automobile as the work it did abroad. There is no question, however, but that were it not for the automobile the history of the war would not contain the glorious pages which the past few months have contributed. We all know that it was automobiles, passenger cars, delivery trucks, ambulances, stretchers, ambulances, trucks, tank cars and boxes that won the first battle of the Marne, brought up the men and supplies which first definitely stopped the Hun on his drive toward Paris. And from that day motor cars of all kinds did their bit continually."

DEPEND ON MOTOR CAR.

"While the magnificent feats in France demonstrated the dependability of the motor car, and of particular marks of motor cars, in the most severe tests of actual operation, in the business and social life the country depends in no small way upon the motor car. This is the big point and it is one in which every one of us is interested."

"As I see the future, the motor car will step rapidly into the place it has long deserved—the place along with other utilities of life. I believe that the strength of the public generally has been stimulated by the motor car and that automobile transportation has been sold so solidly that it is now only a matter of giving the public the type of car that it wants for its various uses."

"My reasons for believing that the immediate future of the automobile will be a most prosperous period are based upon this plus the fact that there are today in this country more people capable financially of owning an automobile than ever before."

"The new utility of the motor car awakened many to the fact that they can afford one, but the prosperity of the country generally and the unusually higher prices paid for labor of all kinds have put family after family on a financial basis that they have not previously enjoyed."

PRINCIPLES OF SAVING.

"The principles of saving which the public has been indoctrinated by the Liberty Bond and the war-saving stamp drives are factors in this as a means of furnishing the actual money needed to buy an automobile."

"The money, the desire and the actual demonstration of what the automobile will do for business or family completely covers the public attitude. The public will buy cars—good cars. And the manufacturers should dedicate himself to producing such automobiles. That I believe we are doing in the Nash Six with the perfected valve-in-head engine."

WIFE'S CHARGE JAILS HUSBAND

CHICAGO, March 15.—The June Crane, bartender, and Miss Nellie Sullivan, 29-year-old, were sentenced to six days in the Englewood by Harry Fisher in the Moral court. Mrs. Mary Crane was a witness against her husband and Miss Sullivan. Two women owners of rooming houses testified Crane and the girl had lived in their home as man and wife.

Crane's defense was that Miss Sullivan was employed by him as an assistant, aiding him with his laboratory experiments.

"She had regular hours, your honor," he said. "She gets to work at 7 o'clock in the morning and works until 11 o'clock at night."

Miss Sullivan denied she had been guilty of improper relations with Crane.

"She only remained once, your honor," Crane said. "I had the flu then and was high and I needed attention."

At first it looked as if Miss Sullivan would be discharged, but Judge Fisher said he believed she was not telling a true story.

Mrs. Crane created a scene in court as Crane and Miss Sullivan were being taken from the room to be locked up. She accused Crane of having given Miss Sullivan \$110.

"Yes, I gave her the money," Crane admitted. "She worked for me and it is due her."

"He never would give me any money," Mrs. Crane said.

The matron was ordered by the court to take the money from Miss Sullivan. She had it stowed away in her bank account.

HEROES TO EDIT PAPER. CHICAGO, March 15.—Chicago is soon to have a new newspaper—unique in that it will be edited and printed by the wounded men and the enlisted personnel at Fort Sheridan. The first issue of the new paper will appear early in March. Wounded men who desire to learn the newspaper game will be given a complete course of training.

Goodyear CORD-FABRIC TIRES
All Sizes
Carried in Stock
Belting, Vulcanizing,
Ribbed, and
Non-Skid Retreads
with Goodyear Re-tread Bands.

Hogan & Leder
331 14TH ST., LAKESIDE 2218
Bet. Webster and Harrison Streets

Tractor Demand Estimated Near 500,000 a Year

It is estimated conservatively by those who may be presumed to know that the potential tractor market will exceed 1,250,000. Some estimates place the number much larger. If the average life of a tractor is estimated at five years, it would indicate an annual replacement market of 250,000. This, together with the necessity of filling the original market, makes it seem quite possible that 400,000 or even 500,000 tractors may eventually be sold in a year.

It is interesting to note that 250,000 tractors at \$1,000 each mean a market of \$250,000,000, which is about as large as the entire annual output of the agricultural implement industry before the war, which amounted to \$164,000,000 in 1914 at manufacturers' prices.

At first the tractor industry developed slowly, with a production in 1912 of 11,500. Two years later the output was 15,000, then 21,000, then 35,000, and then 55,000 in 1917. In 1918 the output is estimated at about 100,000.

BLACKMAILER' TELLS TROUBLES

CHICAGO, March 15.—Harry J. "Blackmail" James sat in the United States marshal's office under \$1,000 bonds for using the mails to accomplish a swindle.

The "gang" was Walter Deitrich, 17 years old, an assistant file clerk in the offices of the Chicago and Eastern Illinois railroad at \$7.50 per month. He fell into a trap when he took a satchel containing \$10.00—stage money—from James Rue, brother of Matthew P. Rue, president of the Ash-Madden-Rue company, who disappeared from the Illinois Athletic club on February 1.

Rue is a strange boy. He talks and analyzes things far beyond the capacity of persons many years his senior. He wears big shell rimmed glasses; he is neat in his dress, and his front would never betray him as a "blackmailer."

"I live with my auntie," he said. The tears trickling down behind his glasses, but aside from the tears he was perfectly composed.

"I thought I would make things easier for auntie, she has been good to me, and she has to work so hard and she is past 70. It was perfectly composed."

"Well, if the letter was written on an impulse why did you go to Archer avenue and Clark street two nights later to get the \$10,000 you had ordered must be brought in a satchel?"

"Why that was curiosity," came the answer. "I didn't think he could be here. When I saw him I started to pass and then something made me turn back and ask the man who was James Rue. He said he was and had the money. I told him I would have his brother released at once. Then I started away and the police came up and opened the satchel and took out the big bundle of bills. Then I saw that it was stage money."

Gun Shells and Sacks Used to Beat Law

COLUMBUS, Ohio, March 15.—Miss Stunts for bootleggers in Omaha are to camouflage house in mail sacks and in gun shells.

Jones McClure and L. W. Welsh, postal clerks, were arrested on the mail sacks, and the bridge carrying them.

James McClure and L. W. Welsh, postal clerks, were arrested on the mail sacks, and the bridge carrying them.

Deputy Marshal Quinlan discovered a trunk at the Union Station which had a familiar rattle. Upon opening it he found seven brass shells, hollow, each containing two quarts of whisky. The shells were souvenirs of the war.

Former Policeman Leaves Big Fortune

ATLANTIC CITY, N. J., March 15.—That the police business is a good business—to get out of—is shown in the will of Harry Flaherty, who died here several days ago and left an estate valued at upward of \$1,000,000. Flaherty was formerly a policeman in Philadelphia, but resigned from the police force to engage here in the hotel business, in which he accumulated his fortune.

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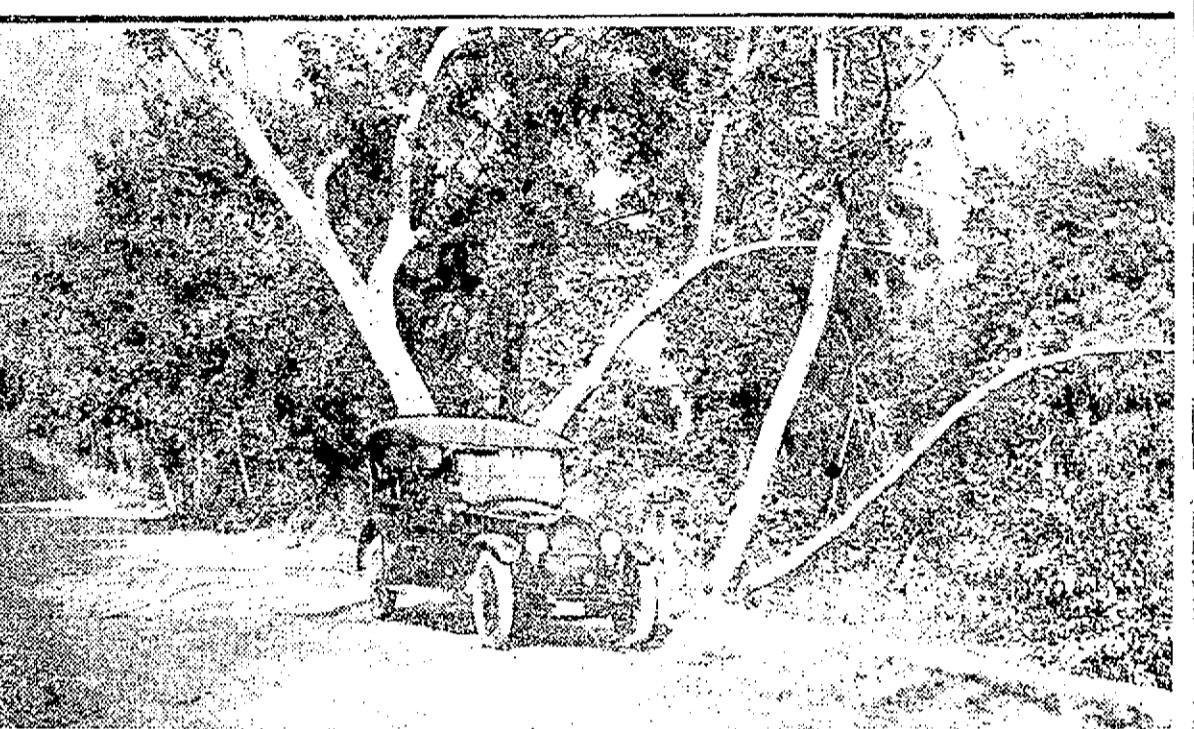
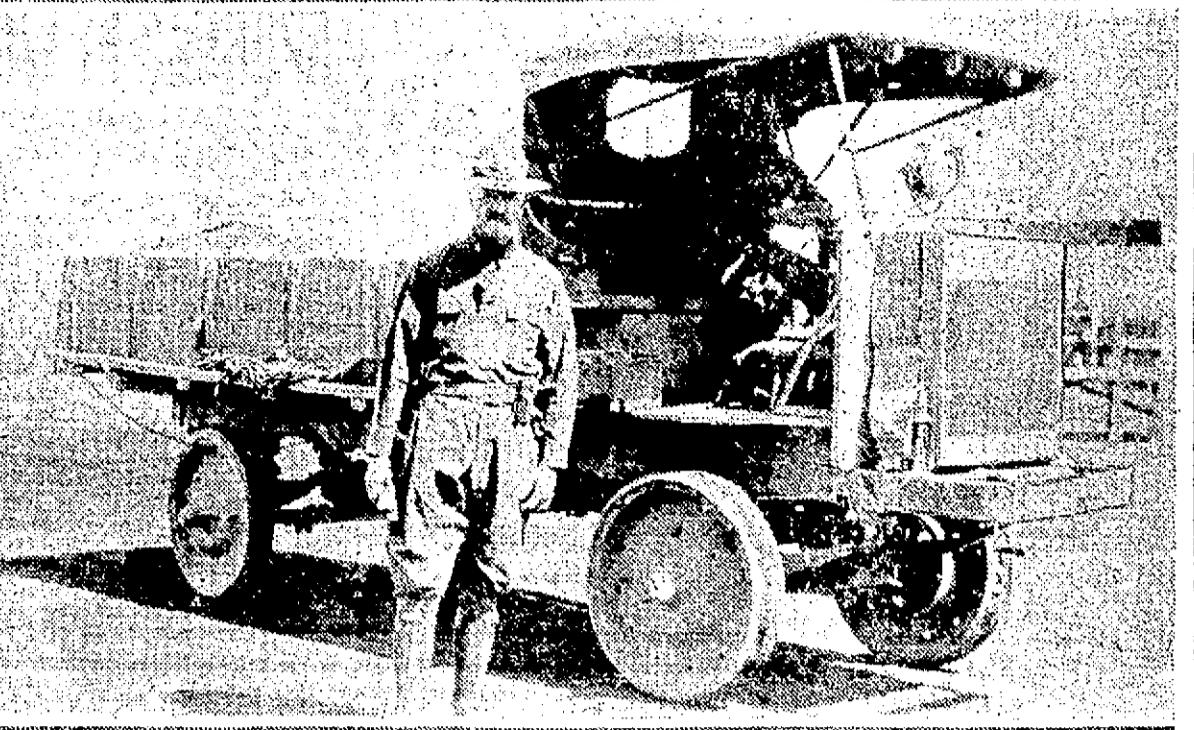
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POWER FARMS COMING INTO THEIR OWN

Power farming is coming into its own. Such is the belief of William L. Hughson, the Fordson tractor distributor of California, who has just returned from an eastern trip on matters relating to tractors and power farming equipment.

Hughson attended the fourth national tractor show held at Kansas City a few weeks ago, and is himself of optimism and information relative to the part that tractors are playing in the production of the very necessary food es-

TWO STANDBYS FOR UNCLE SAM IN THE VICTORIOUS BATTLE AGAINST KAISER. Item were Gen. J. J. Pershing and the Nash Quad Truck. This vehicle to the number of thousands served through hard usage abroad in commendable fashion.



A SCENIC SPOT ALONG THE WALNUT CREEK-DUBLIN ROAD. IN EARLY spring this section is very attractive. In the picture is a Packard Twin Six Touring car.

BOY GETS "LOST" ACROSS STREET

Drunk Sentenced to Place 'Roll' in Bank

OAKLAND, Calif., March 15.—Although a wave of crime has been going on in this city, Methow Bryant was arrested from overseas, where she nursed American soldiers in the sector where bombs and other foes of deadly war material was used frequently, was a speaker before the Instructive District Nurses Association.

"I was not half so scared when I was bombed in France as I am in trying to make a speech," Miss Dibble explained.

SHIPPING BOARD ACTIVE

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"I was not half so scared when I was bombed in France as I am in trying to make a speech," Miss Dibble explained.

Nurse Brave Shells, But Balks at Speech

OMAHA, Neb., March 15.—The latest Louise Dibble, Columbia girl, just returned from overseas, where she nursed American soldiers in the sector where bombs and other foes of deadly war material was used frequently, was a speaker before the Instructive District Nurses Association.

"I was not half so scared when I was bombed in France as I am in trying to make a speech," Miss Dibble explained.

CROOK HIDES IN 'Y.'

CLEVELAND, Ohio, March 15.—Frank Seaman alias William Le Mat, arrested here for the theft of \$8500 worth of jewelry from Miss Grace McHugh, widow of the late Richard Gantfield, New York's noted gambler, gave crooks a tip at the time he was taken. "They'll never find you if you stay at the Y. M. C. A." he said. "The police never look for crooks there." As long as I stayed there I was safe."

EXIDE BATTERY SERVICE STATION

All makes of batteries repaired and recharged

Imperial Garage and Supply Co., Inc.

Lakeside 2200

FRANKLIN STREET, 1426—WEBSTER STREET, 1433

There is an Exide Battery for every car

It's an over-size battery

National

Six and Twelve-Cylinder Models

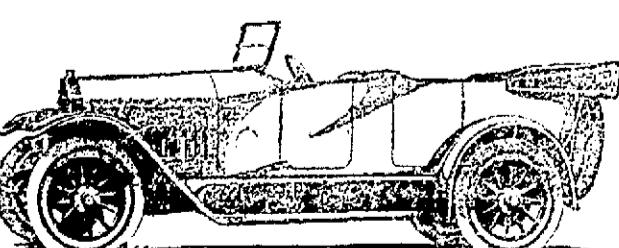
We do not believe that the National is paralleled in its field. From radiator to tail light, the National has a sweep and smartness to the manner that identifies it plainly.

5 Pass. Touring Cars 7 Pass. Roadsters

4 Pass. Phaetons 7 Pass. Convertible Sedans

NATIONAL MOTOR CAR AND VEHICLE CORP., INDIANAPOLIS, IND.

Nineteenth Successful Year



F. J. Linz Motor Company

OAKLAND BRANCH

24th and Broadway

A. C. HULL, Manager,

San Francisco, 1128 Van Ness Ave.

Goes West to Harness Fortune and Succeeds

MARION, Ind., March 15.—Arthur W. Ihns, former Marion boy, told friends he was going West to "make good." He has been to the West in search of rare ability, he has begun to make good his prediction. He is going to mend Broken Bow, Okla. His bid for \$250,000 for a sewer and water works system in the town has been accepted and Ihns is to be the consulting engineer. As an engineer in Marion, Ihns had much to do with the development of the city.

Visit our booth at the Auto Show

"NITROLENE" MOTOR OIL

Makes a "30" Shot Like "60"

The Test That Tells

TIRE MEN ARE KEPT BUSY BY OPEN WEATHER

"The open winter we are having this year is having a big effect on automobile business," according to F. Richard Carroll, district manager of the B. F. Goodrich Rubber Co.

Tire business has kept up without a lull. It is difficult for tire manufacturers to keep pace with the demand. Usually this time of year is exceptionally slow in auto accessory trade.

"Open weather conditions, especially as contrasted with last year," Mr. Carroll claims, "have kept a big proportion of automobiles running. More cross state touring is reported this winter than ever before in the history of the motor car industry. Of course, this is directly due to the absence of snow-bound highways. We all remember that during December, January and February of last year there were very few days the roads were not clogged with snow, mud and slush."

Just how long this condition will continue cannot be predicted, but every day past is a day nearer spring, and dealers in cars, tires and accessories are rolling up sales totals never before heard of in winter.

"During the past year when war restrictions caused an enormous depression in the automobile industry

ONE OF THE LARGEST OF FORD DEALERS IN ALAMEDA COUNTY IS THE FIRM OF H. M. Lawrence, whose building is shown here. That Ford popularity is returning now that production is resumed is evidenced from registration reports.



The big majority of motorists economized in gasoline and tires to the very limit. The patriotism of the American motorist asserted itself when the end of the war there had been no gasoline in the gasoline stations.

Now conditions are different. It has been said there would be double the touring during 1919 than there was last year even with no new cars—with the 5,000,000 now registered."

Have your car under control at all times

Evanston Police to Have Good Library

CHICAGO Mar 15—Even though forced by their calling to associate

with low and rough characters, the Evanston police are going to keep their minds refined and elevated and with this end in view they have been organized in the police station.

Thus the detective's and patrolmen may get a clew to the thief on their beat by reading Carolyn Wells' "The Clew," and may get a line on what is causing all the fights in the district by digesting "Thugs Men Fight For"—also the policemen of the burg may find a little consolation in "Doing My Bit for Ireland."

Don't speed—observe caution signs where speed rate changes.

After returning to the United

FAKE OFFICER IS SPURNED BY WIFE

WASHINGTON, March 15.—For wearing unlawfully the uniform of a United States army officer, "Lieut." Pierce A. Wall has been arrested by agents of the Department of Justice and is now awaiting trial, having lost, as a result of his enterprising adventure into official circles, his uniform and all the friends he made while wearing it, and his wife, to whom he was married last December, who filed suit for divorce.

According to F. C. Baggerly of the Department of Justice, Wall was never an enlisted man. He went to France as a carpenter under the engineer department of the army in November, 1917, and worked on the docks on the other side, wearing while so engaged the uniform of a private.

After returning to the United

States in May, 1918, he obtained the insignia of a second Lieutenant, a gold service stripe, an overseas belt, spurs, and an army overcoat with the piping of a lieutenant, and so equipped, attended reception and other functions in Washington and was even entertained as a guest at a number of people's homes, the extensive hospitality of men in the service.

To one of his hosts Wall explained that he had seen service in France and had been sent to Walter Reed Hospital to be treated for shell shock. He married last December Miss Pauline Kuhl of this city.

Wall is 25 years old and said to be from New York state. People who met him at functions he attended were favorably impressed by him.

Woman in Bath Tells Thief of Coin

CHICAGO, March 15.—Just how the burglar knew Mrs. George Bladé would not be in a position to make his presence known as a mystery, but—Mrs. Bladé reported to the police that while she was in the tub—bath, not wash—a negro prowler entered the bathroom. Before he had time to make any demands Mrs. Bladé told him where he could find the family purse containing \$70.

For QUALITY and SERVICE

PHILADELPHIA DIAMOND GRID BATTERY

GUARANTEED 18 MONTHS

Everything Electrical for the Auto

Auto Battery Company
3078 BROADWAY

Oak. 889

The Audit Bureau of Circulations

recently made an audit of The OAKLAND TRIBUNE records for the year 1918, and have issued the following report:

AUDIT BUREAU OF
CIRCULATIONS
VENETIAN BUILDING, CHICAGO



AUDITOR'S REPORT

1. OAKLAND TRIBUNE
2. City Oakland
3. State California
4. Year Established 1875
5. Published every evening and Sunday
6. Report for 12 months ending Dec. 31, 1918
7. Date examined February, 1919.

Population, city (corporate limits) last United States Census, 150,174. Present estimate, 285,000.
Population local territory (total city and suburban), 400,000.

Quarter	AVERAGE NET PAID—	
	Evening	Sunday
1st 1918	43388	45209
2nd 1918	43167	44707
3rd 1918	43731	45581
4th 1918	44802	47263

3. DAILY AVERAGE CIRCULATION FOR PERIOD COVERED BY SECTION SIX, ABOVE.

DISTRIBUTION	EVENING	SUNDAY
*City		
*Carriers (regular)	23943	23977
Dealers and Ind. Carriers	1121	1945
Street Sales	2297	2025
Counter Sales	99	
Mail Subs.		
TOTAL CITY	27163	27947
*Suburban		
*Carriers (regular)	5515	5870
Agts., Drs. and Ind. Carriers	4684	4716
Mail Subs. (incl. R. F. D.)	142	154
TOTAL SUBURBAN	10341	10740
Total Local (City and Sub'n)	37804	38687
Country		
Agents and Dealers	4858	5660
Mail Subs. (incl. R. F. D.)	992	1098
Total Country	5850	6758
TOTAL NET CASH PAID	43654	45445
†Bulk Sales (average)	See par. 22 (f)	245
Total Net Paid including bulk	43772	45690
Subscribers in arrears over one year		
TOTAL		
Advertisers	282	283
Employees	887	874
Correspondents		
City Employees		
R. R. & P. O. Employees	98	56
Total Service Copies	1267	1313
Advertising Agencies	19	62
Exchanges	71	74
Complimentary	119	123
Sample Copies	107	103
Office Use and Files	605	1057
Total Unpaid Copies	931	1419
Total Distribution	45993	48422

Cay refers to corporate limits, unless exception is made as shown in Section 16 (a).
Suburban is the local territory—See 16 (b).
*Regular Carrier is one whose route lists, showing addresses of subscribers, are on file in publisher's office.
An Independent Carrier is one whose route lists, showing the names and addresses of subscribers, are NOT on file in publisher's office.
†Bulk Sales include those paid for other than by the recipient.
A Paid Subscriber is a subscriber served by mail or carrier, who has paid not less than 50% of the regular advertised subscription price, and who is not over one year in arrears; also short term and trial subscriptions pro rata not in arrears.

Form NAR 102818

When you plan any advertising campaign our Circulation Department will be glad to supply you with detailed figures concerning circulation in any particular section you may be interested.

Oakland Tribune
SUPERIOR NEWSSTANDING ADVERTISING SERVICE

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Oakland AUTO SHOW
MUNICIPAL AUDITORIUM MAR. 17-22
Walter Hempel Manager

Walter
Hempel
Manager

Oakland and vicinity—
Sunday, unsettled weather—
probably showers; gentle
southwesterly winds.

VOLUME LXXXI—THREE CENTS—SUNDAY FIVE CENTS

Exclusive Associated Press
Service
United Press
International News Service

Oakland Tribune

LAST
EDITION

OAKLAND, CALIFORNIA, SUNDAY MORNING, MARCH 16, 1919.

76 PAGES—PAGES 17 TO 24 NO. 30.

OAKLAND MEN WIN AND DIE IN AUTO RACE

Cliff Durant and Ed Hearne, Both in Chevrolet Specials Made Here, Finish First Second in the Big Contest

Walter Melcher, a Former Resident of This City, Is Fatally Injured in Wreck and Dies Later in Hospital

UNITED PRESS
LEASED WIRE TO TRIBUNE
SANTA MONICA, March 15.—Cliff Durant of Oakland, driving a Chevrolet Special in a consistent race from the start, in which he never lost his lead, won the Santa Monica road race here today.

His time was three hours, four minutes and forty-five seconds, the average being \$1.26 miles per hour.

Of the field of sixteen cars which started, only eight were on the track when Durant finished.

Walter Melcher of Oakland, who substituted for A. A. Christensen had been killed. Roscoe Searles was put out of the race and narrowly escaped death. Engine and other mechanical troubles had disqualifyed the others.

Eddie Hearne of Oakland, also in a Chevrolet Special, driving a race which was little less brilliant than that of Durant, finished second, a little more than a lap behind Dur-

rant.

BOTH LEADERS HOLD POSITION THROUGHOUT.

Hearne's time was 3:11:59. Like Durant he had maintained his position in the race from the opening lap.

Lecocq, in a whirlwind finish, came under the tape third. He had held that position for most of the race, although at different times had been passed by Elliott and Toff.

Searles went out of the race in his second lap. His big Roamer crashed through the fence at a sharp turn upon his launching the left rear end of his car. Escape from death or injury was seemingly impossible, but he emerged unscathed. He re-entered later but could make no showing, owing to loss of dis-

tance.

W. Melcher, who was killed, was a brother of Al Melcher, who drove a Duesenbergs Special. Just before the race, W. Melcher substituted for Christensen as a Hudson Special pilot. His car overturned near the soldiers' home at the Sawtelle end of the course. It plowed up more than 50 feet of roadbed before it struck a telegraph pole. Melcher hit the wheel until the car stopped. He died soon after reaching the hospital.

EDDIE PULLEN'S CAR CATCHES FIRE.

Eddie Pullen was nearly forced out of the race when his car caught fire. He extinguished the flames, however, and finished fourth. He was told off in the order of finish by Frank Elliott, James Toff, W. W. Brown and Eddie Carter.

Fair weather early today completely dried the track, allowing fast time. The crowd attending is estimated at 100,000.

Just before the start of the road race, Ralph DePalma made an exhibition run in his 260 horsepower Packard Special. His time on the 7.4-mile track averaged 92.7 miles an hour.

PARENTS OF MAN KILLED HEAR NEWS.

Walter Melcher, who was killed during the Santa Monica automobile race yesterday, when the car he was driving dashed into a telegraph pole, was a son of Mr. and Mrs. Amos Melcher of 6326 Telegraph avenue, this city. The young man, who was 25 years old, was a machinist by occupation. He was married about three years ago and lived in San Francisco. The widow survives. There were no children.

During the race Melcher was driving the car of A. Christensen, son of Mrs. A. E. Christensen, 329 Santa Clara avenue. Christensen, who was acting as mechanician for his own car during the race, escaped injury.

Alfred Melcher, an elder brother of the dead man, who is also a machinist, is taking part in the races, according to his father. The elder son has made his home in southern California for several years.

Walter Melcher has taken part in several important automobile races during the last few years, but up to yesterday had never met with a serious accident.

German Watchword Now Must Be "Work"

COPENHAGEN, Friday, March 14.—The watchword of Germany must be "Work," Premier Hirsch of Prussia declared in opening the Prussian assembly in Berlin yesterday. The delegates to the assembly were elected by universal equal franchise.

The premier referred to the pernicious effect of strikes on industry. He declared that Prussia was ready to be incorporated into a united German state, but said it would be a mistake to split Prussia into republics not capable of existing by themselves.

Western Pacific Men to Watch for Liquor

MARYSVILLE, March 15.—Nevadans will have to stay dry so far as any aid they might get from Western Pacific railway employees is concerned. Orders were posted today warning trainmen to keep a sharp watch that no liquor is carried into the dry states over the railroad and charging there has been too much laxity in the past in this respect.

WALTER MELCHER, Oakland driver, killed in Santa Monica road race yesterday when his car overturned, plowed up roadway for 50 feet and crashed into pole.



New Clues Developed to Solve Slain Girl Mystery

Oakland Wire Office Files Are Searched For Important Telegrams That Nurse Received

The newest developments in the baffling Reed murder mystery, and which is expected to divulge within the next twenty-four hours the identity of the murderer of Incz Elizabeth Reed, are expected in this city.

Following a statement made by an army captain, wearing the insignia of the medical corps and an overseas service stripe, whose name is withheld, a frantic search of telephone linemen's boxes of San Francisco and an immediate search of telegraph offices in Oakland to locate a message believed to have been sent to Miss Reed after receiving the \$75 telegraphic remittance was started. This remittance telegram was followed by another telegram dated at Camp Funston and timed March 2 and read as follows:

"Amount wired you at noon today. Advise train you arrive on."

"Browne."

The authorities are seeking to learn if this was Major Charles J. Browne, and whether he expected Miss Reed to leave Oakland and return to Fort Riley. Miss Reed is believed to have wired that she did not intend to return to her post. The telegram now being sought by Detectives Frank McConnell and Charles Galvin of San Francisco will, if located, the police say, reveal the identity of the person whom Miss Reed appealed for help.

DETECTIVE GOES ON MYSTERIOUS TRIP.

That the mysterious medical officer gave important information in the case was indicated when, immediately following the conference between the officer and Captain Matheson, Detective Sergeant James Gallagher of San Francisco went on a mysterious trip, destination unknown, in connection with the case. Both Matheson and Gallagher failed to comment on the information that had been obtained.

Further important clues developed late yesterday on information furnished by Mrs. E. F. Thompson, 636 Clay street, who admits that she had been Miss Reed's companion on the train from Denver to Oakland on February 20 and 21, when the nurse returned from Fort Riley.

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SUBSTANCE OF WIRES IS NOT DIVULGED.

Captain Matheson refused to discuss the matter of these telegrams, one of which he received and answered at Salt Lake City.

Another attempt to obtain additional information from Mrs. Maud Frankenstein, 774 West Eleventh street, this city, was made by Detective McConnell of San Francisco today. It is understood that Mrs. Frankenstein was unable to give any further information than that given as a witness before the coroner's jury at the inquest in San Jose, last night, that she did not know any male friends or condition on any male friends of the dead nurse.

The officers believe that a telephone booth in the Hotel Adams was used by Miss Reed in communicating with friends in San Francisco prior to her fatal journey, which began from the home of her brother-in-law, Robert L. Stevens, 744 Guerrero street last Monday night.

Captain John J. O'Meara, issued a statement yesterday, in which he said he did not believe Miss Reed was at the Hotel McCullough at San Mateo on Friday night, nor that she was a passenger in the much sought-for "gray limousine."

Miss Reed's body was found about 4 o'clock last Saturday afternoon. She had been dead at that time thirty-six hours or more, according to the physicians who examined the body. This would have fixed her death at some time Thursday night or Friday morning, and as the woman in the mysterious gray car arrived at the Mateo hotel about 1:30

(Continued on Page 18, Col. 5)

RAIL BOARD CONTROL OF FOOD URGED

Producers Tell of Combines on Witness Stand; Heads of Local Firms Among Witnesses in Big Market Quiz

Associations Controlling the Trade and War Conditions Factors in Testimony; Milk Issue Has a Special Phase

Bread, milk and eggs should be considered as any other public utility and placed, in this state, under the jurisdiction of the railroad commission or some other organization untouched by political influences, according to expert food producers and distributors who testified at the hearing held by the state legislature's special committee investigating the prices of food in San Francisco yesterday.

While producers and distributors of what were called the "trinity of necessities" bread, milk and eggs, did not believe the present prices of these foodstuffs could be appreciably reduced under existing conditions surrounding production and distribution, independent producers, who in some cases distribute their own products, believe that an encouraging reduction in the cost of these foodstuffs could be obtained by greater combinations among producers, a zoning system in deliveries and milk particularly being considered a public utility. This latter belief was enthusiastically endorsed by Ralph P. Merritt, state food administrator, who was on the witness stand for the defense.

The legislature devote more of its time to the practical working out of methods for reducing middle costs in getting food products to the consumer. He declared that the control of certain staple foodstuffs should be put in the class of other common necessities and handled as a public utility.

PRODUCERS ARE HEARD ON MARKETS.

Witnesses who appeared at the hearing yesterday were Knox Bondi of Sebastopol; S. S. Knight, president of the Poultrey Keepers' association of Petaluma; J. H. Barber, manager of the Poultry Producers' association of central California; Dr. Adeline Browne, San Francisco; M. T. Freitas, president of the Portuguese bank of San Francisco; and prominent milk dealer; Ralph P. Merritt, state food administrator; W. Sayers, dairyman and distributor; W. E. Moore, ice cream maker and milk dealer of Oakland; William E. Moore, assistant secretary Milk Dealers' association of San Francisco; Frank Robb, manager of the San Francisco branch of Millbrae Dairy Company; W. H. Rousell, former president of the Russell Milk Dealers' association.

District Attorney Ezra Decotis of Alameda county watched the proceedings in behalf of the interests of the person whom Miss Reed appealed for help.

(Continued on Page 19, Col. 6)

BISHOP MAY BE HELD BY BAND OF VILLISTAS

JUAREZ, Mexico, March 15.—When Martin Lopez's Villa command occupied Pearson, Chihuahua, they seized horses belonging to the Rabicora ranch owned by Mrs. Phoebe Hearst of Berkeley. E. S. Fox, manager of this ranch, escaped from the Villa men after being robbed of his clothing and shoes and the home ranch wrapped in a blanket.

A train of 200 cavalry troops in command of General Zeta was preparing to leave here at noon today for Casas Grandes to take the field in pursuit of Lopez's command.

The Germans agreed to place a deposit of gold in the National Bank of Belgium at Brussels for use as collateral.

German exports will be confined to raw materials, such as coal, potash and a number of dye materials. They will not be permitted to acquire any commercial advantage over the French and Belgians. German ships will be used temporarily as part payment for the repayment of debts in cash.

Herbert Hoover announced there is sufficient food already stored in Europe to start revictualing Germany, which will receive about 270,000 tons a month.

A board of control for German exports will be established under the terms of the agreement. This board probably will have its headquarters at Rotterdam.

GERMANS TO RESUME NORTH SEA FISHING.

The Germans will be permitted to buy fish from Norway and resume their own fishing in the North sea.

The German representatives asked for a modification of the blockade, and while no promises were given them in this connection, steps in that direction as a matter of fact, have already been taken.

President Wilson authorizes the statement that there has been no change in the original plan for linking together the League of Nations and the peace treaty. The plan, as indicated by the peace conference itself at the first plenary session, and it is added, that there has been no departure thus far from the order then laid down.

It was stated after the conference had ended that the entire discussion had been for the purpose of familiarizing the American executive with conditions as they had developed during his absence.

While the league of nations was referred to during the discussion, no action was taken regarding it, and it was said there were no indications given concerning any amendments, or the course of further action on the peace project.

Disposition of pre-war business contracts between Germany and entente interests is being threshed out by a peace conference commission. The point at issue is whether all such contracts should not be considered null and void in view of the great increase in the cost of materials since the war.

Efforts are being made by the church and consular officials to verify the report of their capture.

Spencer and Williams are members of the Mormon colony at Colonia Dublan, 122 miles southwest of here. With them in their missionary tour of northwestern Chihuahua was Pleasant S. Williams, according to leading Mormon sources here, and it is possible he is one of the four missionaries reported held with Bishop Bentley.

According to the first report they were last seen at Namaqua, thirty-six miles south of El Valle, in custody of Villa followers. El Valle is 170 miles south of the border.

MURPHYSBORO, Ill., March 15.—The three world's chief of Mrs. Thomas De Witt, "sleepy sickness" patient, was disturbed just long enough to give birth to a ten-pound baby today.

Mrs. De Witt sank back into the lethargy and all efforts to rouse her again have failed.

The child was born in perfect

health.

Germans Agree to All Conditions Imposed For Shipments of Food

Clemenceau's Assailant Given Death Sentence

America to Receive Eight Big Vessels Under the Terms of Agreement Entered Into Between Allies and Ex-Foe

MORE THAN 700 SHIPS READY TO CARRY FOOD

Vast Quantities of Supplies to Be Sent to Germany—Payment Will Be by Freight Hire for Vessels and Credits

PARIS, March 15.—The Germans have agreed to all conditions imposed by the allies in connection with food shipments to that country, it was announced today from Brussels.

Under the agreement which the Germans made, the United States will receive eight German ships which will be ready to go to sea within four days. The vessels are the Zeppelin of 15,200 tons, the Prinz Friedrich Wilhelm of 17,000 tons, the Graf Wilderode of 12,000 tons, the Patria of 14,460 tons, the Cap Finisterre of 14,500 tons, the Cleopatra of 13,200 tons, the Cleveland of 18,900 tons and the Kaiserin Augusta Victoria of 25,000 tons.

The giant Imperator of 52,000 tons will also go to the United States, but in the present time the Imperator is stuck in the mud, but it is believed she can be floated in a few days.

The total ships made available to the allies under the agreement number more than 700, approximating 1,500,000 tons.

The vessels going to the United States are passenger ships on account of the American desire to use them for the transport of troops.

Those going to France and England immediately are cargo vessels in neutral ports in South and Central America and the Dutch East Indies. They will be permitted to leave with cargoes for Germany and German embassies, but will be called false. When ships put out from German ports to be handed over they will be manned by Germans, but on arrival in allied ports the crews will be replaced by allied crews and the Germans returned.

Large food stores now available.

There is available in England for immediate movement to Germany approximately 30,000 tons of pork products, 5,000 tons of beans, 5,000 tons of rice and 15,000 tons of cereals. The United States has in Rotterdam and on the way there approximately 75,000 tons of breadstuffs.

A summary of the agreement shows that payment by Germany will be made by freight hire according to the Germans for the use of shipping and paid to credits that Germany has come to establish in neutral countries, from German exports, part from the sale of German-owned foreign securities and part by the use of German gold.

The Germans agreed to place a deposit of gold in the National Bank of Belgium at Brussels for use as collateral.

Admiral Taylor's announcement was made in connection with the visit of Secretary of the Navy Daniels and other officials to the aeronautical exhibition at Madison Square Garden, in addition to Admiral Taylor, Vice-Admiral Gleaves, Rear-Admiral N. R. Usher and Rear-Admiral Ralph Earle accompanied Secretary Daniels.

CROWD SEES CARS FROM OAKLAND WIN

Special to The TRIBUNE:
By ALBERT G. KADDELL
SANTA MONICA, March 15.—Leading all the way, R. C. Durant of Oakland won the great Santa Monica road race here today driving a Chevrolet Special. Durant's time was 3 hours, 3 minutes, 45 seconds, an average of 81.28 miles per hour. Eddie Hearne, also of Oakland, won second place at the wheel of a Chevrolet. Hearne covered the 250.24 miles in 3 hours, 11 minutes, 39 seconds, without a stop.

Lecocq, in a Newman Special, won third place in 3 hours, 15 minutes, 28 seconds.

Eddie Pullen of Oakland, driving a Hudson Special, was fourth, covering the distance in 3 hours, 20 minutes, 40 seconds.

The sad feature of the great race was the death of Walter Melcher, pilot of a Hudson Special. Melcher came to Santa Monica to ride as mechanic, but just before the start of the race was substituted as driver of the car for Christensen, the owner.

On his first lap Melcher went into the famous Soldiers' Home turn too fast and crashed over the car tracks into a telephone pole. While the car was in midair, Christensen, who was riding as mechanic, was jarred out of his seat and fell onto the hood and sides without a scratch. The unfortunate Melcher was buried beneath the wreckage and another life was sacrificed to the god of speed.

The time made by Durant, the winner, was really exceptional for the course. Many times drivers narrowly missed a crash such as that which cost the death of Melcher.

SKIDS OFF COURSE

In the twenty-first lap Durant skidded off the course on the back stretch and it looked as if he were out of the race, but by skill and strength he swung his car back on the course and retained his lead. Three times the Oakland motor car man stopped to change tires, but he never lost the lead, which he had taken in the first lap.

Ralph De Palma at the wheel of the wonderful Packard special, which holds all world's records, thrilled the crowd when he turned an expedition lap on the course just before the start of the race in 4 minutes and 45 seconds. This is an average of 94 miles per hour. On the last turn De Palma skidded against the curb and had a narrow escape, otherwise his time might have been faster.

Durant's fastest lap was clocked at 5 minutes and 55 seconds, but his driving was very consistent and lap after lap he reeled in around in five minutes and five one until he had piled up a great lead and was then signalled down to safe speed by A. L. Warmington of Oakland, who acted as pit manager.

HEARNE DRIVES SAPE RACE

Hearne also drove a sure and safe race, holding his position as second to Durant throughout the contest. In the fifth lap Duran had lapped every car on the course, with the exception of that driven by Christensen.

The race was glistered when Frank Lecocq, who had lapped Cliff Durant on the shoulder and he darted away on the 250-mile grind in his trim Chevrolet Special. The other drivers were then started at 15-second intervals with 30-second gaps where some of the machines failed to start.

The ill-fated Hudson Special, No. 17, had only been gone a few seconds when Cliff Durant roared into view around the San Vicente turn with the remarkable time of 5 minutes, 22 seconds for the first lap from a standing start. This was at the rate

PULLEN IS OUT

Eddie Pullen, after losing three laps in the pits while changing spark plug, was out on the course and racing around in his old-time form, passing up all except the leading cars and showing signs of placing in the money in case anything happened. Elliott had stopped to remove part of his exhaust pipe and had dropped into sixth place, while Earl Cooper, after limping around the course, had given up and pulled into the pits permanently.

Earl Cooper's trouble was diagnosed as a broken valve. Kreuger in Car No. 15, which never did get around the course, was discovered to have gone on out on the San Vicente straightaway with a broken valve.

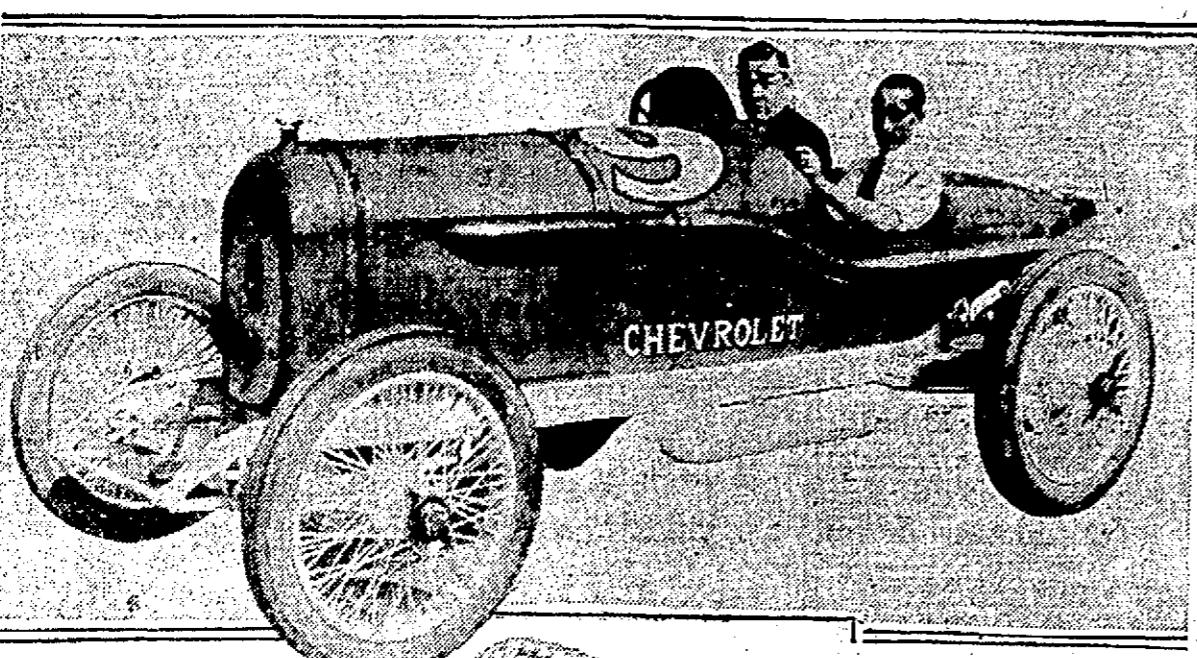
After the first of fifteen laps Cliff Durant was still out in front and making the pace, despite his stop made for tire change. He was still averaging well over eighty miles an hour and had gone one hour, nineteen minutes. Hearne was three minutes back in second place, Lecocq was running third, Toft fourth and Elliott was back in fifth place, since the start of the race.

Thomas, who had been running second, had dropped out in the thirteenth lap with a broken oil line.

Lecocq began to have spark plug trouble later in the race and in the seventeenth lap was passed by Omar Toft, who was running a fine race, but seemed to be having trouble with a loose exhaust pipe. This was the first time since the start of the race that the first two cars had been broken into. Toft looked as though he was gaining fast on Hearne.

By the time the twentieth lap had rolled around, Durant and Hearne

CLIFF DURANT, designer of the car in which he won yesterday's Santa Monica race, and FRED COMER (at the wheel) who built the car and was Duran's mechanician in the race. Below, CLIFF DURANT.



QUITE A FUNCTION, THIS JURY TRIAL

CHICAGO, March 15.—My dear, you should have been there—all West Hammon was. The occasion was the trial of Mrs. Harriet Rosenbaum, charged by the commonwealth with indiscret conduct of her home at 21 West Plum street. She was acquitted.

Well, Justice of the Peace Charles Yoeger, who has the grocery in West State street, called the case for trial at 2 o'clock. Court was held in the dining-room in his home back of the store, the judge sitting in favorite plush arm rocker.

THERE'S QUITE A CROWD.

They began coming—all the women folks and men and everybody—before dinner. Then, after the dining room, the kitchen, the bedrooms, the spare room, the back porch, the store, and finally spilled out in the street. Some of them brought their dinners with them.

Finally, when the crush became so great and the buzz of tongues so loud that the judge couldn't hear him decide to have a change of venue in the way of courtrooms. So he announced the case would be heard in the council chambers of the City Hall, three blocks away. All the women folks put their aprons over their heads and the procession started.

Arriving there, the judge lit another cigar, the jury was duly sworn, and the trial began. The two witnesses for the state were Policemen John Kossmal and Joseph Ulanowski. They said they saw two men enter Mrs. Rosenbaum's home February 14. They got ladders, peeked through the window, and saw her and the callers consume twelve cans of beer in the space of a minute.

WITNESSES DISAGREE.

The men were Frank Koch and John H. Kolling. Koch testified he was there, Kolling took the stand and denied everything; said he and Koch had tried to get in and couldn't. It was a regular boomerang, a sensation, a dramatic moment. Even the police were baffled.

The prosecution took the jury over the the Rosenbaum home, propped ladders at the windows, and each of the two took a peek. After they had finished a lot of the women folks peeked. My word, but it was thrilling!

Well, after that, they took the jury back. City Attorney Samuel E. Markman made an impassioned plea for conviction, the jury walked out, walked back again, and returned a verdict of not guilty.

P. S.—Chief of Police Joseph Nitz was there in his new uniform and star.

P. P. S.—He didn't speak to Harriett.

Leaves Prison and Finds Self Wealthy

LOUISVILLE, Ky., March 15.—Oscar Saunders of Letcher county, on his release from the Kentucky penitentiary, returned home to find that a railroad had been built through a little farm his wife had left him when she died during his imprisonment. This almost doubled the land values. But coal had also been found on the land, and a coal operator was waiting to pay him \$1500 for the mineral rights.

Persimmons Grow in Man's Stomach

SPRINGFIELD, Ill., March 15.—Never more will Sam Burges, a retired farmer, proceed devoutly to persimmons. He had had his fill. It came in the form of an operation after Burges had gone on a persimmons gathering trip when he ate most heartily of the plum. When physicians made an incision in his abdomen they found a large ball of persimmon pulp. It had begun to grow.

Grows Watermelons in Wintry Missouri

FULTON, Mo., March 15.—Clarance Craighead claims the honor of growing watermelons in Missouri this winter in mid-winter. Recently he brought two watermelons to town and gave them to a friend.

Baby Blinded from Eczema

"The child's head and face were almost a solid sore. The eyes perfectly blind. Doctor said the whole body was ever so bad. One of D. D. D. did an wonderful work. A complete cure followed. "Shoe J. Dornsey, Jensen, Ala."

You write to me the D. D. D. Company of Cincinnati, Ohio, and I will tell you what D. D. D. has accomplished in your own neighborhood. Your money back unless the first better results are given.

D.D.D.
The Lotion for Skin Disease
THE OWL DRUG CO.

LESSER BROS.

WASHINGTON MARKET

LESSER BROS.

"The Market of Quality"

Monday Tuesday Wednesday

3 DAY SPECIALS

ROUND STEAKS

25c LB.

Choice No. 1 Steer Beef
Quality of Round Steaks

LOIN LAMB CHOPS, 30c
per lb.

SHOULDER LAMB CHOPS, 25c
per lb.

SHOULDER ROAST OF LAMB, 20c
per lb.

SUGAR CURED CORNED BEEF, 20c
per lb.

WASHINGTOM MARKET

LESSER BROS.

QUALITY MEATS AT LOWEST POSSIBLE PRICES

EASTERN SUGAR CURED HIGH GRADE HAMS

10 TO 12-LB. AVERAGE BY THE HAM

39c LB.

Washington Brand Morris Supreme

Armour's Star Morrell's Iowa Pride

30c LB.

A Delicious Cut of Choice Yearling Lamb

PORK SHOULDER ROAST, 27½c per lb.

PORK NECK BONES, 10c per lb.

KINGAN'S OWN CURE BACON, 48c per ½ strip, per lb.

WICHENDEL, Mass., Mar. 15.—Several of the local markets have a new kind of meat for sale with the opening of the spring season on muskrat on March 1. A recent bulletin from the department of agriculture explains the use and preparation of muskrat flesh as a food made an impression on some of the men who annually catch between 300 and 400 in this section, and they have prevailed on the market men to give it a trial.

WICHENDEL MARKET

LESSER BROS.

Prime Rib Chops

30c LB.

Rich Strike in Honey Made in Ice House

WINCHENDON, Mass., Mar. 15.—Workmen employed repairing old ice houses at Lake Watatic found a colony of bees had made their home between the double walls of the structure. The ten-inch space was filled with honeycomb. As soon as the bees were ripped off the men had no trouble getting at the honey. About 100 pounds were found.

MUSKRAT ON MARKET,

WINCHENDON, Mass., March 15.—Several of the local markets have a new kind of meat for sale with the opening of the spring season on muskrat on March 1. A recent bulletin from the department of agriculture explains the use and preparation of muskrat flesh as a food made an impression on some of the men who annually catch between 300 and 400 in this section, and they have prevailed on the market men to give it a trial.

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STRAUS SAYS HE WAS NOT DEFEATED

By ROBERT WELLES RITCHIE
Universal Service Staff Correspondent

LONDON, March 15.—Oscar Straus, chairman of the American delegation to the convention of the League of Nations Union which met here during the week, was surprised today when shown a cablegram indicating that it was the belief in the United States that his proposed Monroe doctrine amendment to the covenant of the League of Nations had been rejected by the convention. "That is an absolute misconception of the truth," Straus said. "My suggestion, which might be called a protection of the Monroe doctrine, was merely put forward as a suggestion and not a motion and it was not voted upon."

"Each delegation carries this suggestion back to its peace representatives in Paris, and I am convinced that a majority of the League of Nations Union delegates favors it."

"The proposal as advanced by me was for the consideration of article 10 of the league covenant dealing with aggressions. It was to the effect that if national differences arose on the continent of Europe which required the intervention of the League of Nations, the supreme council in the first instance should call upon the nations of Europe and if such differences arose between two American republics the council should call upon the other American republics in the first instance."

"It would be the same for every continent provided the nations of that continent were adequately equipped to handle the situation."

"I repeat that this suggestion was not in the form of a motion and was not acted upon. But it represents my view of what naturally would be the procedure under the covenant in such circumstances as I have outlined."

"If there occurred a quarrel between two small European states for instance, and the American council decided that armed intervention was necessary, it certainly would have no need to call upon America. The reverse of this situation as affects America also would hold true."

"If some such arrangement is incorporated in the final-draft covenant it is my belief that to withhold support on the score of the Monroe doctrine would endanger it."

Straus is leaving for Paris on Monday

RADIANT YOUTH IS EPITOMIZED IN RARELY BEAUTIFUL COLLEGE KERMESSE



Some of the young women who took part in the Mills College Kermesse are shown here as they were caught in action by the camera. From left to right they are DOROTHY WATSON, HELEN COLGAN, WINN OMA, HELEN STAATS and MARY SEAGRAVE

Knocks Man's Eye Out of His Head

NEW CASTLE, Pa., March 15.—Great commotion was caused at a polo game here when one of the players struck the referee and one of the latter's eyes popped out of his head. Stranger still, the eye rolled around the floor. The referee calmly pursued the eyeball and put it back in the socket. It was made of glass.

Hen Shares Meals With Dozen Rodents

BRAintree, Vt., March 15.—Great commotion was caused at a polo game here when one of the players struck the referee and one of the latter's eyes popped out of his head. Stranger still, the eye rolled around the floor. The referee calmly pursued the eyeball and put it back in the socket. It was made of glass.

Mills College Girls Charm With Dame Interpretation

By GEORGIA G. BORDWELL

Radiant youth—in no wise the scions of onlookers, danced with an ease that usually comes only with long training. Miss Florence Chinn, a Chinese student, who took the part of the Chinese iner in the Chinese episode, showed an innate understanding of the ancient art of pantomime—resembling her father's country, but young in hers—that shone how far that exquisite art might be carried with effect. The whole episode was full of color, Oriental costumes and glowing lanterns. A little ship now and then, as the bride's red sail failing to cover her face and the bridegroom's assisting her from her chair in true Oriental style, instead of the pants and skirt so worthy of him self, did not mar the Oriental beauty of the pantomime.

The large stage in the gymnasium where the performance took place was transformed by greens from the campus into a bit of the campus itself—an effective background for the six episodes and the incidental dances.

Miss Elizabeth Rheem Stoner, head of the physical education department, who trained and directed the hundred and fifty dancers, managed not only to induce rosy cheeks and clear eyes and an amazing strength of limb in her young students, but to imbue them with the spirit of the people whose country they portrayed. The Spanish episode was marked by alluring grace and fire, the English by jollity and wholesomeness. The Indian episode held together remarkably well, considering the fact that probably none of the girls ever saw a genuine Indian dance.

ITALIAN GROUP.
The Italian group, which as a whole was the poorest artistic of all, was marked with the abandon of real gypsies; the Tarantella danced by little Miss Phyllis and Miss Marjorie Nahli won the applause of the big audience over and over again. Little Miss Marjorie, entirely uncon-

scious of her artistry, may if they so desire—there is no question but what every one of them will go further along in life which they may choose because of these clean, wholesome, exquisite dances, the training for which needs patience, health and understanding.

GREEK SCENE.

The Greek scene was a classic and pure dancing; lovely indeed with the girls ranging from 6 to 16.

The Kate Greenaway dance was the most finished of the incidental numbers, and on in popularity.

The girls in the oriental scene were the most finished of the incidental numbers, and on in popularity.

Miss Dorothy Watson, who led in the Dame of the Flowers and who figured in other numbers, could lift any performance into the professional ranks.

Some of the girls who took part in the Kermesse yesterday may go far in their art—if they may if they so desire—there is no question but what every one of them will go further along in life which they may choose because of these clean, wholesome, exquisite dances, the training for which needs patience, health and understanding.

OTHER NEW SUITS.

Both straight line and belted effects with sport pockets

Choice of Tailleur collar and two-way collar in extra quality

serge with vestees.

Strikers Smash Newark Cars As Leaders Parley

NEWARK, N. J., March 15.—While representatives of the Public Service railway and its striking trolley crews were conferring with officials of the National War Labor Board here today, strikers and sympathizers continued their tactics of the last three days of attacking car operations.

A crowd of 150 persons stoned two cars and forced the crews to abandon them. Police reserves arrived too late to make any arrests. The public service reported that a small percentage of the normal number of cars was in operation.

No announcement of the result of the negotiations has been made.

MORE INVOLVED IN PACKER FRAUD

Thirty-three California nurses who have been serving overseas with Base Hospitals 35 and 47 arrived at New York yesterday from France on the transport Hollandia, according to a dispatch reaching here last night.

California was well represented also on the Hollandia, the 191st Mobile, which was built at Philadelphia, being commanded by Major Rafael G. Duffley, 31. Lieutenant General and Lieutenant Roscoe G. Vandegrift, 2441 Haste street, Berkeley, No. California, nurses were in the unit, however. Twenty-five of the nurses were in Base Hospital 47, which was commanded by Captain Harold Fletcher, 1815 California street, San Francisco. They were:

Anna M. Anderson, Visalia; Sophia Bach, 1744 Ninth avenue, Oakland; Florence B. Baker, 2401 Grove avenue, Oakland; Ida Cierlar, Los Angeles; Margaret Coppen, Seattle; Manda Brangs, 4827 Third street, San Diego; Beatrice Goldstein, San Francisco; Pearl E. Howth, Hamilton street, Santa Barbara; Guilia N. Jones, Stockton; Zelma Kune, 2032 Buena Vista avenue, Alameda; Edna May Laurence, Ontario; Laura Main, Fresno; Anna M. Nitche, 1111 Clay street, first av., Oakland; Christine Peterson, Nevada City; Winifred Pross, Knights Ferry; Ivy Reed, Orange; Anna Reichardt, 83 South Catalina avenue, Pasadena; Gladys O. Ross, Suisun; Janet P. Spears, 117 Sunnyside avenue, Oakland; Gabrielle Lissot, Chinatown; Augusta Vernon, 2182 Bush street, San Francisco; Elizabeth Bain, 2333 Green street, San Francisco, and Miriam Cook, Los Gatos.

The California nurses in Base Hospital 35, who returned today, were: Maude Carter, 538 Eighteenth avenue, San Francisco; Grace Blake, 1664 Seventh street, San Diego; Daisy Lemon, 3778 Herbert street, San Diego; Jean Rogerson, Fellows; Venie N. Smith, Taft, Zoe Watson, Berkeley; Celia Tucker, Alhambra; Francis Hills, 1815 Lewis street, San Diego.

Lieutenant Malcolm Tedford, Santa Ana, was the only Californian to return as a casual today.

Irish Freedom Is Topic of Meeting

Only a medium sized audience attended the Auditorium theater last night to hear Miss Kathleen O'Brien of Dublin speak on the subject, "Sun Fein and the Irish Republic," under the auspices of the Sons and Daughters of Washington.

The freedom of Ireland and Ireland's right to vote in the peace conference was urged by Miss O'Brien.

Professor George M. Stratton of the University of California is the subject of the League of Nations.

A resolution supporting the termination of Ireland, introduced by James C. Walsh and seconded by George Gilder, was adopted.

Thomas F. Marshall presided.

TWO ARRESTS EXPECTED FOR NURSE'S DEATH

(Continued from Page 17)

Riley, Kan., military authorities, where Miss Reed was slain when she came here as a fugitive to seize the trunk of the dead woman and search it for letters or documents that might shed further light upon the identity of her betrayer.

Telegraphic advices from Fort Riley tonight stated that Miss Reed's trunk had been seized and searched, but Colonel George Teed, commander of the hospital at Fort Riley, refused to talk about the result of the search, saying that all the information had been forwarded to San Francisco to the military authorities.

Detective Sergeant Frank McConell and Charles Galvan, under the direction of Captain of Detectives J. J. O'Meara, discovered a letter in the apartment of Mrs. Frankenfeld at 774 Eleventh street, Oakland, yesterday addressed to Miss Reed from Fort Meade, S. D., and signed Captain M. A. Weiskopf, post surgeon. The letter was written and signed entirely by typewriter, and is as follows:

"Dear Miss Reed—How is your broken arm getting along? I hope you are well."

The officials believe the reference is to some other fact of her physical condition, as it is not known that she suffered a broken arm. They have asked the Western army officials to get in touch with the commanding officer of Fort Meade and have Captain Weiskopf question her.

The police last night questioned an up-to-date tenderfoot driver of a limousine concerning an all-night drive taken by him last Friday night, the night before the finding of the body.

They also have evidence of the peculiar action of a Packard car on the highway toward San Mateo, the machine stopped in front of a house, the occupants of the room of which were sent out of business at that time.

Rabbi A. J. Melting, already held to the grand jury under bond in connection with the affairs of the company, became further implicated today in his testimony concerning \$2,000 which he had on deposit in a Washington bank.

Miss Reed is said to have been on furlough from her post at Fort Riley.

It was learned, however, that army investigators are probing the circumstances which seem to connect a Camp Funston army major with the mysterious death of the nurse. His name was not disclosed here.

In explanation of a money order for \$75, said to have been sent to Miss Reed by the major, it was pointed out that the money may have been sent by an army officer under the impression it was to be used to defray expenses back to Fort Riley at the expiration of her furlough.

The major involved is said to have denied any knowledge of Miss Reed or the money she is alleged to have received. He is further credited with the statement that he "would produce facts sufficient to remove his name from the case."

No Comment Made At Fort Riley

KANSAS CITY, March 15.—Army hospital have issued no comment on the circumstances surrounding the death of Miss Inez Elizabeth Reed, army nurse, who was found dead near San Mateo, Cal., last Saturday.

OAKLAND

Picoos Bros.
OAKLAND

Direct attention to new fashions

CAPE COAT SUITS

Developed in rich Velour—Pekin shades

With belted fronts and smart fancy linings, pockets on skirt

OTHER NEW SUITS

Both straight line and belted effects with sport pockets

Choice of Tailleur collar and two-way collar in extra quality

serge with vestees.

\$49.50 \$59.50

NEW DOLMANS

In Velour, and full length

Belted front and back—Large shawl sleeves—In Taupe and

Pekin—richly lined throughout.

\$49.50 \$89.50

TO

REMEMBER
We are exclusive agents for
MILGRIM SUITS and DRESSES
And are showing the New Spring Models

JERSEY SPORT COATS With Suede or Self Belts

With sleeves and sleeveless
Sport pockets, "V" necks

Nile, rose, beige, Kelly, purple, navy

\$13.50 \$15.00 \$20.00

—Knit Goods Section, Main Floor.

KAYSER SILK VESTS

Plain and opera tops.

Daintily embroidered and hemstitched

\$2.75 \$3.50

TO

Washington at 13th St.

OAKLAND

Also at San Francisco, Berkeley, Fresno and Palo Alto

Santa Clara Wins From St. Ignatius

Coming up from behind, Santa Clara defeated St. Ignatius in a basketball game last night. The score was 18 to 17.

At the end of the first half the count stood 11 to 5 with St. Ignatius in the lead. The feature of the game was furnished by Manelli of the winners, who shot 16 out of the 18 points.

Prince Eitel Is Suing for Divorce

AMSTERDAM, March 15.—Prince Eitel Friedrich, second son of the former Kaiser, is suing for divorce, according to the *Kleines Journal*. The prince, who is 35 years old, was married to Princess Sophie Charlotte of Oldenburg, February 27, 1906.

Governor Appeals for Welcome to Heroes

CONCORD, N. H., March 14.—A proclamation calling for "personal attention, care and solicitation" for returning soldiers and asking for voluntary workers for the cause has been issued by Governor John H. Bartlett.

\$100,000 QUEBEC FIRE

QUEBEC, March 15.—Damage to the extent of \$110,000 resulted here today from fire which swept the wholesale liquor stores of the Compagnie Agencies

ST. PATRICK'S DAY WILL BE CELEBRATED

Tomorrow in Oakland, as well as the world over, the friends of Ireland will celebrate St. Patrick's day in honor of the Irish patron saint, founder of Irish Christianity. It is probably very true that the average person who will observe the day knows little of the man in whose honor the day is observed, and history knows little more. The place, time and circumstances of his labors are more or less surrounded with obscurity, but historians and tradition have generally agreed that he lived in the fifth century, if in fact he lived at all, and that he began his labors about the year 435.

According to the historical accounts, at the age of about 15 he was carried off as a slave by the Picts and Scots during one of their incursions upon the Roman province south of the wall of Severus. As a slave, for some seven years, he herded his master's flocks and dreamed his dream of a Christian Ireland. He made his escape and studied for the priesthood. At about the age of 40 he was made a bishop. The original material touching upon his life very faintly suggests that biographies of him may have been written. They consist of his so-called Confession, and an Epistle, written by himself. The Epistle is a denunciation of a British chief who raided the coast of Ireland and killed a number of his following while they were still clad in the white garments of their baptism.

There was another Patrick sent as Bishop to Ireland, and writers speak of still a third Patrick. The three Patricks have sorely troubled the historians, creating a great amount of confusion as to the exact identity of the Patron Saint.

Regardless of these circumstances, St. Patrick has been honored as the liberator of Ireland from paganism, not to mention the states of common tradition, and many programs will be rendered tomorrow in memory of his great achievements, while everyone will wear a sprig of green, just to show that their hearts beat in unison with the people of the land of the eternal struggle.

Steps Taken to Test Wartime Dry Acts

NEW YORK, March 15.—Preliminary steps in a test to be made regarding the constitutionality of wartime prohibition were taken yesterday when a stockholders suit was filed in Federal Court against the James Everard Breweries. Joseph Everard, the complainant, asks the court for an order restraining the defendant from suspending the manufacture of its products on May 1 and its sales on July 1, as required by the statutes.

Everything in Shoes

Philadelphia Shoe Co

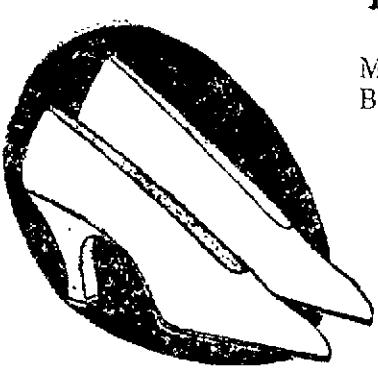
525 Fourteenth St.
Oakland

525 Fourteenth St.
Oakland



Buckles
and Spats

We carry smart buckles
for your pumps; and
Spats in many colors.



SPECIAL IN WOMEN'S GRAY KID LACE SHOES

HIGH FRENCH AND MILITARY HEELS—OVER 500 PAIRS
smartly fashioned gray vici lace shoes with cloth tops to match. Choice of French heels with plain toes and military heels with tipped toes. They are in that most wanted of all shades of gray—all sizes, all widths.

OUR NEW SPRING MAIL ORDER CATALOG IS READY
Containing over 600 style illustrations and descriptions.
SEND FOR IT—FREE.

GIRLS' LACE OXFORDS
The Popular Shoe for Spring.

In Mahogany Brown Calf, Patent Colt and
Gum Metal.

SIZES 8½ to 11, \$2.35—1½ to 2, \$2.85
YOUNG LADIES' SIZES, 2½ to 8, \$3.25

B. KATSCHEINSKI
Philadelphia Shoe Co

525 FOURTEENTH ST.
OAKLAND 825 MARKET STREET
SAN FRANCISCO

SOLE AGENTS
“Queen Quality”
SHOES
FOR WOMEN

DENIED PAPERS OF AMERICAN CITIZENSHIP

HOSPITAL BILL IS UP TOMORROW ENOCH ARDEN IN DOUBLE TROUBLE

Wesley Adams, an employee of the Pacific Gas and Electric Company, was yesterday denied citizenship by Judge J. G. Quinn on his application under the enabling act of Congress designed to aid persons who have suffered by reason of honest misinterpretation of their status. Adams' father, John Adams, was brought to this country from England by the evangelist J. T. Flinney of Oakland and Oroville. The senior Adams made a declaration of intention to become a citizen in 1890 and told the present applicant that he automatically became a citizen by virtue of the application. The senior Adams did not complete the process of becoming a citizen, and the son never acquired citizenship. Under the belief that he was a citizen he has served on juries and voted at all elections since attaining his majority. The petition was denied without prejudice, the court holding that Adams could have learned by ordinary judicious investigation that he was not a citizen. He will have to apply in the usual manner.

Patriotism, however, is a common subject, was denied citizenship because one of his witnesses had not known him the required length of time.

John S. Nielsen, a Dane, who withdrew his declaration of intention to escape military service, was declared forever barred from citizenship.

Students to Learn Speaking in Public

Public speaking will be taught to a class to be organized in the Oakland evening high school, Twelfth and Jefferson, Tuesday evenings, March 18, at 7:15. In room 8, "The class will meet from 7:15 to 9:30 Tuesdays and Thursdays, and there will be no tuition whatever.

The course will include training and practice in various kinds of occasional speeches, such as speeches of introduction, welcome and presentation, in speeches for special occasions, and in subjects of current interest, and in parliamentary debate.

Students to Learn Speaking in Public

GEN. TRAUB IS ANGERED BY HUNS' 'JOKE'



Ebell Club Will Give St. Patrick's Day Entertainment

WASHINGTON. March 15.—Major-General Peter E. Traub, in command of the Forty-first Division, has probably the keenest sense of humor and greater natural dramatic ability than any other officer in the army.

For several days he has thrilled Washington military and Congressional circles with vivid accounts of real action in France, and as a raconteur he has been voted par excellence. One of the best stories of the war, however, is told not by the General but about him by officers recently returned from France.

General Traub went over to France as a brigadier of the Twenty-sixth Division under Major-General Clarence R. Edwards. After the customary preliminary training the division was split up for the advanced training with the French. General Traub's brigade finally landed right on the Chemin des Dames, in Malmaison Wood. It was there that General Traub and his men "learned" themselves as he himself expresses it. The boche found out that the troops opposing them were Americans and gave them a taste of modern warfare. On one occasion, according to General Traub, they sent over 20,000 gas shells in twenty-four hours.

WHAT HUN PHONED.

General Traub learned to keep the phone on the job, and thereby hangs the tale. One evening, after an unusually quiet day, General was disturbed by the ringing of the phone at his elbow. He pulled down the receiver and asked: "What is it?"

"You are Brigadier-General Peter E. Traub, commanding the Fifty-first Infantry Brigade of the Twenty-sixth Division."

"Yes, what is it?"

"You are now in your P. C. (post command or dugout)?"

"Yes."

"You have so many men in such and such advanced post?"

"Yes, but what is it?"

"I have just captured your outpost. I am Her Lieutenant — and you can get to hell!"

The connection was broken and General Traub sprang from his improvised bed, giving delineation of character studies in which the whole gamut of emotions, the most effective, however, being that in which rage and disgust were portrayed by unprintable language.

TAKES NO CHANCES.

It was afterward learned that the German lieutenants had this information before the raid was accomplished and, having an excellent command of the English language, decided to pay his compliment to the General and give him some idea of the existence of the German intelligence system.

From then on General Traub took no chances of any information leaking out, and, if this story is true, it may have had something to do with the decision reached later by General Traub to rend T. M. C. A. workers to the rear areas where a military enterprise was to be put under way and which has made him the subject of considerable criticism from those sources.

Wisconsin Professor Federal Farm Chief

WASHINGTON. March 15.—An announcement today of the appointment of Professor H. C. Taylor as chief of the office of farm management of the Department of Agriculture, is one of the first steps in the new plan for farm accounting that is to be established by Secretary of Agriculture Houston. Professor Taylor comes from the University of Wisconsin College of Agriculture, and succeeds W. J. Spillman, who has resigned. Professor Taylor is a graduate of the farm management, and has practically, having lived on a farm and operated it successfully by putting his theories into practice.

Girl in Bank Is Held Up by Robber

PORTLAND, Ore., March 15.—The Bank of Pe-Hill, Wash., was robbed by a man who entered when Miss Baxter, an employee, was alone in the place. He compelled her to show him where the money was and drove away in a small automobile with \$3500. Another car which had been waiting near by, according to Miss Baxter, followed the robber away. She believed it contained a confederate.

IN BLOOD-DISEASES

Like Scrofula, Eczema and Many Skin Troubles.

As well as a general spring medicine for catarrh, rheumatism, dyspepsia, Hood's Saraparilla is of great value to men, women, children.

It does its thorough work in these well-defined diseases by cleansing the blood, on the pure, healthy condition of which depend the vigor and tone of the whole system.

Hood's Saraparilla is equally successful in the treatment of troubles that are not so well defined—cases of a low or run-down condition or general debility, loss of appetite and tired feeling, cases of worms, etc. It has very plainly after-effects of the worry and anxiety caused by the world war and the debility following the grippe, influenza and fevers. In all such ailments it has accomplished a wonderful amount of good.

Hood's Pills help as a stomach-tonic.

Rupture Kills 7000 Annually

Seven thousand persons each year are laid away—the burial certificate being marked "Rupture." Why? Because the unfortunate ones had neglected themselves or had been merely taking care of the signs (swelling) of the affliction and paying no attention to the cause. You are not perfecting yourself by wearing a truss; you are perfecting whatever name you choose to call it. At best, the truss is only a makeshift—a false prop, nothing more. It is not designed to support as much as a mere mechanical support. The binding pressure retards blood circulation, thus reducing the weakened muscles of the whole body.

But science has found a man and women sufferer in the land is invited to make a FREE test right in the privacy of their own home. The PLATATO PAD when adhering closely to the body—cannot possibly fall out of place, therefore, cannot chafe or irritate. Soft as velvet—easy to apply—increases heat to the skin, while you work, and whilst you sleep. It also relieves spasms and tension. How to treat the "dry" problem. The Minneapolis Association points out that Spokane has had considerable experience in traveling over the sand dunes and wants the benefit of this experience.

—Advertisement.

BOHEMIANS SHOW HATRED FOR HUNS

PRAGUE, Czech-Slovakia, March 15.—Germans unfortunate enough to have interests that keep them inside the Czech-Slovak area are in a difficult position. The ill feelings of the Bohemian population for the Germans is strong and manifested openly, though there has been no cause except when deliberately provoked by Germans.

Until the present revolution, Germans favored by the Hapsburg government had had special favor shown them and have become rich by reason of their privilege. This led to a hatred on the part of the Slav elements. When the revolution destroyed German domination, a large number of Germans fled to Prague, others to other cities. Others stayed, and under influence of agitators from the outside tried to provoke trouble with the view of ultimate reaction against the revolution. They were squelched, and the agitation has ceased except along the borders.

The remaining Germans are looked upon with suspicion though they are not molested.

In the border the problem is more difficult than in the center of the country and around Prague. Here the population is more mixed and in many cases has a large percentage of Germans, who have come in as industrialists. The Germans object to the Czechoslovak having sovereignty over the region. Just as the Czechs looked unfavorably upon German domination before.

In German Bohemia, as the border region is called, the Czechs are in control. They offer the German equal rights, which the latter are dissatisfied with. Long standing ill feeling makes the problem a difficult one.

AMERICANIZATION COURSE ARRANGED

In co-operation with the Oakland school department, the University of California extension division will conduct a course of lectures on the problems of Americanization. The lectures will be given in the Oakland Technical High School during March, April and May, beginning at 8 o'clock Tuesday evening, March 18. The schedule is as follows:

1.—The History of Immigration, Miss Martha Chickering; The Changing Tide of Immigration, Dr. Harvey J. Guy, March 18.

2.—The Italian at Home and in America, F. N. Delgrado and Mrs. Korn, March 25.

3.—The Jugo-Slav at Home and in America, Mr. Ivan J. Kralj, April 1.

4.—Housing Conditions Among Immigrants, Miss Caroline Schlegel, April 8.

5.—The Portuguese at Home and in America, F. L. de Freitas, April 15.

6.—Economic Struggles Among Foreigners, Health and Living Conditions, Miss Katherine C. Felton, April 22.

7.—The Japanese at Home and in America, K. Kanazawa, April 29.

8.—Teaching English to Adult foreigners, Miss Hubla Youngberg and Miss Christina Krysto, May 13.

10.—Immigration and Labor, Paul Scharrer, May 20.

The program is as follows:

Double quartet, "An Irish Folk Song," by Mrs. Keane; first soprano, Miss Delilah McDonough, Miss Nellie Mitsue; second soprano, Miss Marie Connolly, Mrs. J. C. Wagstaff; first alto, Miss Helen Walsh, Miss Lina Kieserott; second alto, Miss Felice Nicholas, Miss Marie Strobel, violin solo, "Believe Me If All These Young Charms," Raymond Throckmorton; Soprano solo, "The Girl I Left Behind Me," Lida Nelson Gumpf of Miss Bonnie Lee Holmes; at the piano, Miss Dorothy Douglass; Tenor solo, "Maiden of Erin," Mark McDonough; "Ireland's Case," Rev. John A. Lally, Soprano solo, "Killary," Miss Zilah Brown; Contralto solo, "You'd Better Ask Me," Miss Mary Strode; Monologue, "The Little Irish Farmer," Miss Anna Lee Holmes; "Star-Spangled Banner," Ida May De Puy; Pianoforte, accompanied, Miss Josephine Ryan.

DRINK HOT WATER IF YOU DESIRE A ROSY COMPLEXION

Says we can't help but look better and feel better after an inside bath.

To look one's best and feel one's best is to enjoy an inside bath each morning to flush from the system the previous day's waste, sour fermentations and poisonous toxins before it is absorbed into the blood. Just as coal, when it burns, leaves behind a residue of combustible material in the form of ashes, so the food and drink taken each day leave in the alimentary organs a certain amount of indigestible material, which, if not eliminated, form toxins and poisons which are then sucked into the blood through the very ducts which are intended to sink in only nourishment to sustain the body.

If you want to see the glow of health bloom in your cheeks, to see your skin get clearer and clearer, you are told to drink every morning upon arising, a glass of hot water with a teaspoonful of limestone phosphate in it, which is a harmless means of washing the waste material and toxins from the stomach, liver, kidneys and bowels, before putting more food into the stomach.

Men and women, with salivary glands, spots, pimples or puffed complexion, are those who wake up with a coated tongue, bad taste, nasty breath, others who are bothered with headaches, bilious spells, acid stomach or constipation should begin this phosphated hot water drinking.

A quarter pound of limestone phosphate costs very little at the drug store. It is sufficient to demonstrate that just as soap and hot water cleanse, purify and freshen the skin on the outside, so hot water and limestone phosphate act on the inside organs.—Advertisement.

The idea for the conference originated at a luncheon given to twenty-eight bankers of the state here on Washington's birthday by N. E. Corbett, Washington director of the Liberty loan.

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VAPOR GAUZE GOWNS LATEST FEMININE LURE

LONDON (by mail).—New York's world against the Beautiful Young Foolish who insists on wearing her new gown as if she were about to spill out of it, backward, has its exact echo right here in London, where the same women are throwing up their hands at the vulgarity of the new gown.

With no hesitation, a London man protests against the "immorality of the evening gown of 1919," and his cry has been taken up stoutly by the mothers of Mayfair.

"Can assure you," said one of them discussing what she termed the very dangerous situation of the young woman going out into the public scenes half dressed, "I have seen very decent garments at a ball called quite decent last week. When I went to a dressmaker to buy two girls pretty gowns for their coming out, she showed me skirts that were mere fringes to hide the limbs from the knees downward. Vapor gauze, she described them and that describes the thickness of the so immodest dance garments as suitable for girls of eighteen."

"I am myself," said a dressmaker, "no fashion. One is the front of a ball gown like practically no back at all, as it is V-shaped right to the waist. The word is that of four V-peers to form the bodice, leaving no material under the arms. I strongly resent such fashion, but the demand is great."

So you see, it is not the poor dressmaker, who wants to sell all her gowns, but the wearers themselves—and with the cost of everything going up so tremendously, some do not blame them for economizing on material.

True to His First Love; Gives Fortune

PROVIDENCE, R. I., March 22.—A few days ago a former woman, Charles Wallace, sold the sweetheart of his boyhood, Miss Nancy Butler, whom she broke off their engagement in New Bedford many years ago.

Miss Butler soon after moved to Providence, where she was twice married, becoming now Mrs. Nancy Irving. A few days ago two men called on her and told her that Wallace had died in Manchester, N. H., recently, having left him in his will half made a bequest of \$10,000 and his auto to the woman he had loved in his youth. "I was a little older than Charley," she explained, "and the thought came to me that naturally a woman ages faster than a man and that the time might come when regrets might be entertained. I put the matter up to Charley as well as I could, and despite his protests the match was broken. He declared that he would never marry any other woman."

Land of Perpetual Ice Denies Charge

FAIRBANKS, Alaska, March 19.—To those nephews of Uncle Sam who picture this Alaskan territory as a land of perpetual snow and ice, Fairbanks hurling its challenge to the world: "Get out of our way! We're not afraid of the weather." At this banquet the first rolls made from wheat raised and milled here were served. Every item on the menu, except the sugar and cigars, was home grown. Wine brewed from rhubarb and wild blueberries were features of the feast.

No Arrests Are Made for Seven Months

VALDEZ, Alaska, March 15.—Valdez is believed to hold the record for orderliness among Alaska towns in view of the fact that not one arrest has been made for any cause during the past seven months. U. S. Marshal Brennan says he cannot recall even one case of near-arrest.

The Influence of Colors

FEW PEOPLE give much thought to the strange thing that occupies all their hours awake—COLORS! The pleasingly proper scheme for your home should not be the result of mere guesswork or accident.

We welcome you to consult us—without your incurring any obligation whatever—whether it be the brightening of a bit of furniture or the color scheme for a home.

We feature the entire line of

SHERWIN WILLIAMS PRODUCTS

Paints, Varnishes,
Enamels, Stains
and others

Roeber Paint Brothers
(HARRY—WALTER—JOHN)
"Brighten-up Specialists"

380 12th St. Tel. Lakeside 431

A new store with a new idea



New Powder Tender Appropriation Asked

SACRAMENTO, March 15.—An additional appropriation of \$10,000 to cover the increased cost of constructing a power tender for use in the Pribilof Islands has been asked of Congress by the United States Bureau of Fisheries, on recommendation of the bureau's Seattle office. The craft is to be used in connection with the care of the seal rookeries in the Pribilof group.

Bids were opened here January 3 for constructions of the vessel, for which Congress has set aside \$20,000, but the lowest bid was \$26,900. The bureau regards it as impracticable to lessen the size of the proposed craft, hence it is planned to ask Congress for a supplementary appropriation of about \$10,000. The proposed power tender will operate out of Seattle, making its headquarters here when not on duty in northern waters.

Tells of Torpedoing of Britannia Great Battleship Sinks Like Hero Alameda Officer Sees Grim Spectacle

While there have been many stirring stories of the sinking of submarines by American war craft in the "danger zone," the number reported would far exceed the total that Germany ever possessed, according to a letter written last November by Lieutenant S. M. Haslett, Jr., U. S. N., who was with the U. S. Decatur in the Pacific. At the same time Lieutenant Haslett gives for the first time full details of the torpedoing of the great British battleship Britannia.

Lieutenant Haslett says that "there have been more submarines 'sunken' in the American newspapers than have ever been built by Germany," but he explains that this is a perfectly natural result for a trans-oceanic mission vessel equipped to pass through a destroyer which "can" as the depth charge is called, is sure to be written up as soon as the ship reaches a home port, for the onlookers are always sure that a sinking has resulted.

INSIST ON PROOF.

The young man's letter continues: "The same thing often happens on the ship dropping the charge. The sailors always claim credit for a sub every time we have an attack on them, we have one. There have been lots of authentic sinkings, but it takes more than our word for the fact that the sub, designed to convince the admiral, and get credit for a 'known.'

"I have always thought that the war would end as quickly as it started, but we did not look for the ending to come so soon, even after the events of the last few weeks. From the appearance of things now, it looks as though there would be no peace through the German empire left intact after the armistice is made to worry until they are picked up."

"One man came on board one of the rescue ships with a pet baboon or large ape. Another brought on the ship's cap to save their belongings as the was to be a British ship like that when we have one. There have been lots of authentic sinkings, but it takes more than our word for the fact that the sub, designed to convince the admiral, and get credit for a 'known.'

"We all hope that the terms are made so severe that she will never have a chance to start anything again."

SINKING OF BRITANNIA.

"The admiralty has announced the sinking of the battleship Britannia on the 3rd, at the entrance to the straits, so there is no reason why I should not tell of it. We were part of the destroyer escort which had gone west to meet her and were bringing her to a safer usual escort protection."

"Everything was going smoothly. Radios received during the night warned us that subs were on their way and we knew there was a big chance of running across one or more of them."

"At seven-fifteen, shortly after sunrise, without any warning or sight of the sea, the big fellow was torpedoed. Radios reached during the night warned us that subs were on their way and we knew there was a big chance of running across one or more of them. The sub was smooth and there was perfect order on board. Some boats were lowered and the other destroyer ran alongside at once and took off all she could carry. Then we ran in and came alongside, ready to take off the rest. Her captain ordered us away, saying there were subs around and he wanted us to get them. The first one passed ahead and must have come close to us, although we did not see it."

ATTACK SUBMARINE.

"We got into action at once and commenced circling in full speed and dropping depth charges. The battleship listed almost immediately and commenced to settle. The sea was smooth and there was perfect order on board. Some boats were lowered and the other destroyer ran alongside at once and took off all she could carry. Then we ran in and came alongside, ready to take off the rest. Her captain ordered us away, saying there were subs around and he wanted us to get them. The first one passed ahead and must have come close to us, although we did not see it."

"On this craft we realize more than ever before that we have been in the war. The old ship has made a fine record for herself and we are proud of her. Of the five which come from the Inlands, she is the only one which has done all and more than was required of her, and is the only one that has run all the time."

The Meddler

One of the most elaborate parties of the season was given by Mr. and Mrs. E. H. Jones, in East Oakland, on the evening of March 8, the anniversary in honor of the many friends of her son, who is now in the medical department of the United States Marine Corps, and dancing was performed until after one hour when a delightful repast was served. Among the guests were:

Lieutenant Chapin, Major Shantz, Lieutenant Tolord, Lieutenant Olsen, Captain Horner, Sergeant Norman, Sergeant Teakle, Lieutenant B. Christensen, Sergeant C. Christensen, Captain H. Christensen, Captain Jones, Lieutenant Brumley, Miss Edith Church, Miss Dorothy Wright, Miss Narcissa Wright, Miss Eva Moore, Miss Nan Stevens, Miss Florence Sheldon, Miss Marjorie Penetton, Miss Elizabeth Schooler, Miss Florence Jones, Miss E. H. Jones, Miss Wilmie Jones, Miss Marjel Jones, Miss Margarite Monte, Miss Ione Van.

Mrs. Alexander Jefford, who has been visiting her mother, Mrs. Annie Logan of this city, has returned to her home in Stockton.

Mrs. Richard Jennings and son, Corporal Louis Jennings, who recently returned from France, have been the guests of Mrs. E. L. Coward of Berkeley. They left last week for their home in Los Angeles.

Mr. and Mrs. Charles W. Smith of San Francisco celebrated their silver wedding anniversary at the home of their son, Earl Smith, of 5229 Valencia Avenue, Oakland, on March 14. Those present were Mr. A. D. Atherton, Mr. and Mrs. D. B. Lanterman, Mr. and Mrs. Earl J. Smith, Wallace E. Straker, Mr. and Mrs. C. D. Emery, Mr. and Mrs. O. Fitzgerald, L. Flanagan, Mr. and Mrs. B. H. Walker, Mr. and Mrs. E. A. Coulter, well-known marine artist, and Mrs. A. V. Baxter, Miss Claire Townsend, Mrs. Helen Lamphere, Mrs. Emery, Mr. and Mrs. P. Law, Miss Catherine Law, Mr. and Mrs. K. Pittz, Miss Davis, Mrs. F. K. Pittz, Mrs. K. Pittz, Miss Charlotte May Smith.

Mr. Vincent Gordon of the United States Naval Reserve corps, who has been a guest at the Hotel Oakland for the past ten days, has returned to his post at the naval air base at San Diego.

Friends of Mrs. H. C. Belleville of 2324 Seventh Avenue, have expressed their sympathies for her during her illness through the medium of remembrances of many beautiful flowers, which adorn her room.

In commemoration of her birthday, many pretty tokens of friendship were sent to her.

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In connection with the launch yard, shipbuilders are calling attention to the fact that D. J. Hanlon, president of the owning firm, has two paintings of vessels constructed there on exhibition in the Merchant's Building across the street. They are from the house of W. A. Coulter, well-known marine artist, and portray the schooner Flagstaff and the steamer Major Wheeler. The vessels were among the first built at the Hanlon yard. The Flagstaff is now the Falkethine.

The schooner Esther is again at the Hanlon yard undergoing repairs, having been damaged in a recent gale from Point Orient, where her partially damaged cargo of case oil was unloaded. The Esther had left the Hanlon plant but a few days when she caught fire at moorings, after having been docked at the Hanlon yard for South Sea ports. Holes were chopped in her sides and she was scuttled to quench the fire. Later she was towed to her loading port and the cargo was removed. She is now in dry dock, where she will again proceed to Point Orient for the South Sea ports.

A cargo of teak wood direct from Shanghai is being unloaded on the Oakland waterfront by the Hanlon yard and Diesel motorboat, City of Portland. The cargo consists of half a million feet and is consigned to J. J. Dierckx, Jr.

OAKLAND, ANTIOCH & EASTERN RY.
Depot 40th and Shuster.
Phone Pied. 6740.

Leave Oakland Daily, except as noted
7:30a Concord, Diablo, way, ex. Sun.
8:30a S. U. L. I. M. T. E. D.—Sacramento,
8:30a Placer, Maryville, Chico, Obs. car.
8:30a Concord, Diablo, way, Sun. only.

10:10a Concord, Diablo, way, Sun. only.
11:50a Sacramento, Diablo, way, Sun. only.
1:30p Sacramento, Diablo, way, Sun. only.
4:10p Concord, Diablo and way.

5:10p Maryville, Chico, Obs. car.
5:50p Pittsburg, Diablo, way, Sun. only.
6:30p Pittsburg, Danville, Sunday only.
8:30p Pittsburg, Woodland, way, Sun. only.
8:50p Pittsburg and way, Sun. only.

RAISE IN PAY BY ROADS DEMANDED

LONDON, March 15.—A serious situation has arisen with regard to the difficulties between the railwaymen and the companies as to pay and working conditions, it was stated by J. H. Thomas, general secretary of the National Union of Railwaymen, after the adjournment of a meeting of the organization last night.

Thomas said, however, that he was still working to reach a settlement and that the meeting held today next day had been adjourned until Tuesday next, with a decision to be reached meanwhile as to the next steps to be taken.

The national program demanded by the railwaymen includes making payment of all increases in wages granted during the first three months of employment, a fortnight's holiday annually with pay, and equal representation of the union in the management of all the railroads.

The railway companies are understood to recognize the necessity of an increase of pay to meet the higher cost of living and a scheme is suggested under which the men would receive a permanent advance varying from 30 to 50 per cent above the pre-war level. The scheme being largely based upon the idea that prices will fall in two years to a level equivalent of 20 per cent above pre-war prices.

The Agricultural Laborers' Union also is in conflict with the employers regarding wages and hours. The union has summoned a national conference to formulate a final program.

U. S. Private Says He Helped to Start War

CHILICOTHE, O., March 15.—One of four men who plotted the assassination of Archduke Franz Ferdinand of Austria and precipitated the Great War in 1914, it is believed, is Camp Sherman today. Frank Hobel, 27, a member of the base hospital medical detachment, it is said, admitted saying that he could keep his secret no longer.

To a friend, Hobel admitted he was associated with Prince Gavrillo who killed the archduke at Sarajevo on June 28, 1914. He said that after the crime his father had advised him to leave the country and bring him \$300. Hobel fled to Canada, he said, and came to the United States, landing six weeks after the declaration of war between Serbia and Austria. He was drafted and sent to Camp Sherman, where he has been in the service eighteen months.

Papers Asked for Men Overseas

SACRAMENTO, March 15.—Friends of soldiers from all parts of California are asked to mail a few copies of the home paper to the Philadelphia Connell of National Defense, for distribution to men from this state when they land from overseas. The request is made in a telegram received today by Governor Stephens.

The steamer Haverford is due

March 22 with California men the wire says.

7-Cent Eggs and 10 for "Ske" Can't Be

LORAIN, Ohio, March 15.—Joshua Korn, whose diary has just been unearthed by his grandson, wrote in 1854 that the price of eggs prevailed at that time that those three cents on the cost of living today. He expected 14 cents for two dozen eggs, paid 12½ cents a pound for country butter and 10 cents a pound for breakfast. The book also shows occasional expenditures of 10 cents for whisky.

NEWS OF THE SHIPYARDS

Work of "pouring" the first of seven 7500-ton concrete tankers at the central shipbuilding plant on Government Hill, San Francisco, was completed yesterday. The craft will now be fit to harden in her wooden mould and will probably be launched about April 20, the actual date depending on the length of time it requires for the cement to set.

In the meantime the second ship will be poured. She occupies a berth alongside of the one already completed and is every way its replica. Both vessels belong to the San Francisco Shipbuilding Company, the construction firm, are made of "stone" from keelson to bridge. Hulls, decks, cabins, chart houses and cooks' galley are made of cement. In fact, the only thing attaching to the hull is the machinery.

The schooner Esther is again at the Hanlon yard undergoing repairs, having been damaged in a recent gale from Point Orient, where her partially damaged cargo of case oil was unloaded. The Esther had left the Hanlon plant but a few days when she caught fire at moorings, after having been docked at the Hanlon yard for South Sea ports. Holes were chopped in her sides and she was scuttled to quench the fire. Later she was towed to her loading port and the cargo was removed. She is now in dry dock, where she will again proceed to Point Orient for the South Sea ports.

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Leave Oakland Daily, except as noted
7:30a Concord, Diablo, way, ex. Sun.
8:30a S. U. L. I. M. T. E. D.—Sacramento,
8:30a Placer, Maryville, Chico, Obs. car.
8:30a Concord, Diablo, way, Sun. only.

10:10a Concord, Diablo, way, Sun. only.
11:50a Sacramento, Diablo, way, Sun. only.
1:30p Sacramento, Diablo, way, Sun. only.
4:10p Concord, Diablo and way.

5:10p Maryville, Chico, Obs. car.
5:50p Pittsburg, Diablo, way, Sun. only.
6:30p Pittsburg, Danville, Sunday only.
8:30p Pittsburg, Woodland, way, Sun. only.
8:50p Pittsburg and way, Sun. only.

TERMS:
10% today.
15% 30 days later.

No further payment off principal for 12 months.

Liberty Bonds accepted at par value.

PLAIN "BILL" OF ARIZONA IS REAL HERO

PHOENIX, Ariz., March 15.—William Davidson, plain "Bill" to Arizona old timers, has arrived in Phoenix from France. His return was as unostentatious as his going, which was unheralded. He has been wounded though he paid years old and has been through a battle in which he says 1000 men fell of 1200 who went over the top.

Bill, who had fought under Colonel Theodore Roosevelt, and John C. Greenway, arrived in Bisbee from his Ajo headquarters ostensibly to take part in a farewell to Captain, now Lieutenant-Colonel Greenway, who had abandoned his post of general manager of the Calumet and Arizona Copper Company to go to the front in a regiment of engineers.

OLD VETERAN GOES.

The older veteran wanted to go, too, but his years barred him. However, on the train between Bisbee and El Paso Greenway met another who could tell him what was happening to the border. Somewhere between El Paso and Chicago the engineer officer again found Bill on the train and again between Chicago and New York, where Bill dropped out of sight temporarily.

And then, in some way as yet unexplained, aboard the ship which carried Greenway and the regiment of engineers to France, the colonel saw a man from the stockholders who looked familiar even beneath his grime, and who, when he grimed him, understood him with Bill.

None but the colonel and Bill knew the whole story, but Bill says he went through the war with the colonel. They were but a few feet apart when a shell dropped and sent Bill to the hospital with a badly torn arm. They were not far apart when the colonel was gassed at the head of his men, the place he sought. Out of one three-day fight the colonel and Bill came back with 200 men of the 1200 who started against the Germans.

Faithful to End.

When Davidson, the colonel arrived in New York in time to go to the funeral services over the body of the man he had followed up San Juan Hill, Theodore Roosevelt, and with Bill was one of the dozen former Rough Riders who stood at the Sagamore Hill graveside.

Bill was with the colonel at Hot Springs and just to encourage his commander in the continued practice of the baths took as many as he did. He even took to golf and tennis, setting aside time for the Greenway exercise. When he saw his colonel safely in the hands of the army medical staff at Fort Worth, Texas, Bill came alone to Phoenix. Those who have known him for years calculate he got here in time to miss the fuss staged at Douglas and Els-

HOME PAPER IS FIRST CRY OF RETURNING MEN

SACRAMENTO, March 15.—An appeal for home newspapers from California soldiers returning from overseas was received today by Governor William D. Stephens from Jardian Guenther, executive manager of the Philadelphia Council of National Defense. Guenther telegraphed that ninety Californians were returning on the steamer *Macaroni*, due March 22, and suggested that the home newspapers among the soldiers if they were sent to him.

"The first thing a soldier wants is his home newspaper," Guenther said.

**ISLAND DREAM,
IS FREE POLITICS**

SEATTLE, Wash., Mar. 15.—Political independence for the Philippine Islands at some future time is the dream of the natives of those possessions, according to Manuel L. Quezon, president of the Philippine Senate and delegate to the American Congress from 1910 to 1911.

New York City with a party of Philippine congressional delegates.

Quezon said he is here merely on a private trip and has no intention of trying to gain the freedom of the Islands at this time. He said the United States has been so "just and so honorable in its dealings with the Philippines that it would be ungrateful during the present emergency to take up such a question."

"We have come here to investigate business conditions in this country," said Quezon. "I am also on my honeymoon trip."

"Our independence we want our own government. It must be obtained to have some form of cooperation with this country, but we believe the United States is obligated to give us independence—that it is in honor bound to do so."

"The general conditions in the Islands have never been better. The country is very prosperous. There is, however, one dark outlook; that is, the price of hemp, which has gone down to fourteen cents a pound. If the hemp market should remain thus for any length of time it would mean ruin to many regions of the archipelago."

First Sailing to Alaska Announced

SEATTLE, Wash., March 15.—Navigation in Cook Inlet, Alaska, for the season will open early in April. The first sailing to Anchorage, that of the steamer Admiral Watson, leaving here about March 27, was announced today.

See to welcome Colonel Greenway home.

Now Bill is on his way to his Alo home, where he probably will go back to mining, the pursuit which enabled him to raise \$10,000 in short notice in 1917 so that he might keep close to the colonel.

**DREAM OF HUNS
LIKE NIGHTMARE**

LONDON, March 15.—The worst thing to dream about is—a Hun.

The German, arrogant, brutal and overbearing as he showed himself through the war, has taken the place of the ghost, goblin and banshee of children's dreams.

This interesting fact was obtained by Dr. G. W. Kimmings of the Child Study Society, who has records of 5000 dreams of children. Generally the children dreamed he was of an abominable race, generally a German, pursuing them and ill-treating them. They also had a persistent fear of an old man who followed them and persisted in buying them sweets.

Most of these terrible dreams were of the little girls. But the boy's worst dream is of Saturday night—the night he must take his bath. One boy declared he dreamed that his mother took him out of his bath, put him through a mangle and then hung him on the clothes line to dry. When she began to iron him with a hot iron he woke up.

Dr. Kimmings said he found that some soldiers suffering from shell shock had completely recovered after treatment based on diagnosis of the mental trouble revealed by their dreams.

The ladies' auxiliary of the R. of R. will meet at Lincoln hall, Thursday night for initiation of candidates.

H. C. CAPWELL CO. || H. C. CAPWELL CO.

Popular Music

Newest Waltz Hit

"SOMEHOW, YOU'RE JUST MY STYLE" 15¢
The song everyone is singing; come in tomorrow and get a copy
for your own piano.

Other Popular Hits, 15¢; 7 for \$1.00

VOCAL

INSTRUMENTAL
Bone Dry (fox trot)
Loyalty (waltz)
Out of the East (fox trot)
Saxophone (fox trot)
Me-ow (one step)
Cassandra (fox trot)
Allied Victory (march)
The Awakening (waltz)
Tin Whistle Blues
Razzle-Dazzle (one step)

Just Received—Newest Player Piano Rolls

Large assortments of popular numbers. Here are but a few of the titles:
Beautiful Ohio
After All
You Can't Shake That
Shimme Here
Memory-Land
I'll Wait For You
In the Land Where Poppies
Please
I'm in Love With You
Let's Start All Over Again
An Echo of Her Smile
Ashes of Roses

WE CARRY A COMPLETE STOCK OF
STRINGS FOR ALL MUSICAL INSTRUMENTS

—First Floor near elevators

UKULELES AND
BANJO-UKES

Mattresses

FLOSS MATTRESSES
—In 35 or 40-pound weights, fine lofty tufts, imperial edge and splendid ticks—\$22.50 and \$25.00.

FELTED COTTON MATTRESSES—\$15.00, \$16.75 and \$22.50.

COMBINATION OF SHODDY AND EXCELSIOR—Full size, well made \$7.50 each. —Third Floor.

Capwells
OAKLAND

WIDOWHOOD IN FRANCE STILL TRAGIC ISSUE

BROTHERLY LOVE CITY BECOMES A BANDITS' HAVEN

PHILADELPHIA, March 15.—"Bandits Haven" is the latest title added to the long list of names ascribed to this city. Instead of "Quaker City," or "Brotherly Love," as it still is, Philadelphia, it has since acquired such surnames as "City of Mayors" and "Gunmen Politics" coupled with "Seat of Independence," the "Home of the Liberty Bell," and last, but not least, "Bandits' Haven."

This last title has been earned by the fact that so many criminals have sought refuge here in the last few months. All of them seem to do business in New York or Chicago, always visit Philly after completing their work. At least so the countless number of police filters that come daily to Captain Alfred J. Souder, of the local detective bureau, seem to indicate.

As a result, a special guard of sleuths known as the "greeters" have been formed to welcome the bandits as they step off incoming trains.

appeared, although no official statistics are procurable. The total, however, include the thousands who while being deported in the most barbarous manner died on the way; thousands of others who died in German prisons and concentration camps and still thousands of others on whom the Germans executed summary retributions for alleged violations of military regulations.

In 1916, when the French Government found itself facing this problem, regulations were enacted whereby, as though an investigation as possible in the case of a disappeared soldier, a death certificate could be issued by the proper tribunal to the surviving widow, children or other relatives.

This is the legal status of close to 500,000 French women whose husbands have disappeared in the war, and who have been unable to be definitely established that the latter are dead, are deemed to an agonizing widowhood of uncertainty and of inability to contract another marriage except illegally.

In addition, under the French laws, these women and their children cannot enter into the possession of the estates of their husbands and fathers until legal proceedings are taken that the missing husband or the family is really dead.

No more distressing problem has been faced by the French government since the early days of the war when steps had to be taken to legalize the status of thousands of babies born in the invaded regions of German fathers.

The number of women now living in this trying state of not knowing whether or not they are widows is estimated at close to half a million.

The official figures recently announced by the number of French soldiers who have disappeared during the war and whose precise state is unknown.

Besides, it is estimated that fully an equal number of male civilians from the invaded regions have also disappeared.

POLITICAL ANNOUNCEMENT. POLITICAL ANNOUNCEMENT.

WHO IS Joseph H. King CANDIDATE FOR MAYOR?



An Oaklander, born, bred and educated.

In life's prime.

Of flawless integrity.

A worker, not a mere promiser.

A tax payer.

A business success.

A city builder.

A creator of confidence.

A square deal man.

100% American always.

Not a professional office-seeker —A big man called by the people to fill a big job.

Vote for Joe King at the Primary, April 15th and again at the election May 6th

THIRD HUSBAND IS BRIDE'S IDEAL

LOS ANGELES, March 15.—Is your husband the ideal man? This is not the title of the latest motion picture drama dealing with domestic affairs, but just a question put to pretty Mrs. Jessie Ward, former motion picture queen, twice divorced at the age of 22, and now the happy bride of Frank Ward, automobile mechanic.

"A working man who is not afraid of work and settles down to home life is the only man worth while," said the unmarriageable philosopher last night.

Mr. Ward had just finished a day's washing. It was the first day of married life with husband number three, and the little apartment in the Wilsonia, 888 South Alhambra street, looked spick and span. She continued:

"This idea of work applies to the woman as well. Look at these shirts and socks. They represent some clean, neat and I'm not ashamed to tell it. A woman just as soon as her husband's dinner is ready for him when he comes home after a hard day's work. And he must appreciate her efforts and tell her everything tastes fine, even if it does not.

"The wife should do window shopping mostly, and not break up her husband in business through her extravagance.

"I have had two husbands. The first one had a job, but did not work at it. He was a good man and devoted too much time to other women. That won't do at all, and women who will stand for that sort of thing on the part of their husbands do not deserve any sympathy if things go wrong.

"Children? Of course we want children. They bring good luck, and without them married life has few joys. But be sure you've got the right husband before you have babies. For the ideal man will tell you that there is plenty of food in the pantry before he thinks of raising a family."

Mrs. Ward was featured in silent drama two years. After divorcing her second husband she met her present mate when she called for a mechanic to repair her automobile. Frank Ward is working in a garage at 1724 South Grand avenue.

WHALE MEAT IN CANADA POPULAR

VANCOUVER, Canada, March 15.—War-time conservation has given Canada a number of new kinds of food that bid fair to remain permanently on the national menu. Among the new foods are whale meat, flatfish, beaver and wild rice.

The Consolidated Whaling corporation introduced fresh whale meat at four thousand dollars a ton in 1917. It now operates a whale meat cannery. It packed 50,000 pounds of whale meat last year, all of which was sold in advance. The whale yield from three to ten tons of meat each. It sells fresh at 17 and 18 cents a pound in Pacific coast towns and at 22 and 23 cents a pound in the eastern cities of Canada and the United States. It resembles beef in texture and taste, contains more protein and has been endorsed as food by the governments of both the United States and Canada.

Canadian Pacific coast waters swarm with flatfish. Fishermen formerly regarded this fish as a nuisance and often let it go in their nets threw it away. The Department for War has made out its edible qualities and started a campaign to introduce it as a food. As a result 3,500,000 pounds of flatfish were marketed in the last six months.

Though beaver used to be esteemed a delicacy among wild Indian tribes and early trappers, it had no place on the menu of white man until beaver steaks from Algonquin Provincial park were introduced in Toronto last year. Their popularity spread through the provinces into Manitoba and across the line to Minnesota. Experiments in colonizing beaver outside of Algonquin park along the line of the Grand Trunk railway have been undertaken, with an idea of propagating the animals on a commercial scale.

Wild rice, which grows in abundance in the lakes of Western Canada, has been rarely eaten until commission men of Canada and the United States saw its possibilities as food during the period of conservation. They established a market for it and it is now in growing demand.

Two Sets of Twins Only 6 Weeks Apart

HAMILTON, Mass., March 15.—Two sets of twins, six weeks apart. How is that for a record? Such is the cast at Charles Whipple's farm. They are bovine twins. Six weeks ago Mrs. Moose of the Whipple herd gave birth to twin calves. Now Mrs. Bossy of the same herd has just given birth to twin calves. In view of the high price of beef the excess arrivals are particularly welcome. Mothers and quartet are all doing well.

Conservator Chosen to Watch Over Banker

FITCHBURG, Mass., March 15.—Samuel L. Graves, 50 years old, former mayor and president of the Fidelity Cooperative Bank, has again petitioned the probate court of Worcester county with an unusual request. Graves asked the Court to appoint a conservator over him. Judge Forbes granted his request and Attorney Charles F. Baker of Fitchburg was named conservator.

A few weeks ago Mr. Graves with the permission of the Probate Court adopted his own sister-in-law, Miss Emma L. Lane, 62 years old.

HOW WE FOUND OUR WONDER STORE

Gertrude and I go window shopping every day on our lunch hour, and yesterday we passed a store on 13th st. that had such a charming window display, that we went inside, and the Saleslady showed us some of the most stunning suits that I have seen this spring, and she said they sell them on credit, too.

We are going to hurry right over tomorrow noon and he fitted up with a new spring outfit, for we only have to pay a small deposit down and the balance a little each week.

You take the address too, Mabel, for you will surely want a new suit for Easter. It is Cherry's and the address is 515 13th st.—Advertisement.

WALDORF-ASTOR FOR CLEAN MILK

LONDON, March 15.—"As a farmer, says Major Waldorff-Astor, I am a parliamentary secretary to the local government and heir to the British millions. I know that you cannot compel me to keep dirt out of the milk or to make my milkers wash their hands; but you can get me to see that these things are done if you penalize me by withholding a certificate which would enable me to claim and get a higher price for milk."

Major Astor is interested in better milk, particularly for babies and children. A slight amendment to the present milk and dairies act would be all that is necessary, he points out.

"Any seller is now able to call his milk guaranteed, or clean, or pure; but it amounts to nothing," he said.

"The certificate of a central authority would be worth everything, both to the honest trader and to the consumer. Also the authority would define pasteurization. Much of the milk now sold as raw milk has really been treated by heat, but it is treated thus to make it suitable for longer storage."

"The public and the best elements in the milk trade want reform, and will not be frightened by any activities in that direction. Provision might also be made for a special milk for children and invalids. All milk below standard should be sold at a lower price."

OLD DIARIES TELL HISTORY OF TOWN

RAPID CITY, S. D., March 15.—Fourty-three years ago last February 25, a group of miners and prospectors founded Rapid City, selecting the site for the town because of the fertile valley and its accessibility to the spines of the Black Hills. Old diaries, recently unearthed, tell the story of the founding of the city.

The party consisted of John R. Brennan, W. P. Martin, Al Brown, Art Persinger, William Marston, Tom Ferguson and Frank King. Of these only Brennan is living, and he is still a resident of the town he helped found.

The men had been mining Palmer's gulch and were impressed with the need of a nearby trading post, where they could buy their supplies. Rapid creek was then known only through government explorations and to the mining men it was virgin territory. They followed Rapid creek towards its confluence with the Cheyenne. Then they were joined by other prospectors from the gulch who thought the men were stampeding to some new diggings and had followed. Beneath a large tree they organized the town, measuring off the land with a tape measure and a pocket compass. The land was divided into town lots and raffled off, to the founders most of whom later located on the surrounding farm land.

CAVE WOMAN IS MADE DEFENDANT

CHICAGO, March 17.—Among the scores of killings of barristers, domestic relations and divorce courts it is not uncommon to hear that a man has betrayed a woman. Rarely is the woman accused of the betrayal. But such a case was presented to the superior court of Illinois.

Dr. Edna B. Selders, 226 West Madison street, through her attorney, Ferdinand J. Karasek, filed a \$50,000 damage suit in the superior court against Mr. Edward Reinert, owner of the Huntington hotel, at 612 East Thirty-seventh street.

CHARGE ALIENATION.

"This suit is practically an action for alienation of affection against another," said Attorney Karasek. "Dr. Selders is suing to recover compensation for the affections of her former husband, O. M. Selders, who was forcibly turned from the straight and narrow path by his wife.

The declaration filed in the case asserts that the defendant "assassinated O. M. Selders and by force and arms caused him to be guilty of infidelity."

In addition, she claims that Dr. Selders had "not only been deprived of the comfort, fellowship and aid of her husband, which she ought to have had."

DEPOSITIONS CITED

"I have a deposition from several hotelkeepers who knew of the indiscretions," added Attorney Karasek.

Mrs. Reinert emphatically denied the allegations.

"I have not seen Mr. Selders in several years," she said.

The depositions referred to by the attorney were used in Dr. Selders' suit for divorce against her husband, whom she charged with infidelity. A decree was granted in favor of the doctor in 1911.

Officers Elected by Romany Hiking Club

At the sixth annual dinner and meeting of the Romany Hiking Club officers for the ensuing year were elected as follows: President, Clara B. Miller; vice-president, Mrs. Holcombe; treasurer, Mrs. Ward; secretary, L. Rose Pilcher; sergeant-at-arms, Merle Peterson; pianist, Flora Peterson.

Five applicants were admitted to membership. Following the meeting there was a program. On the next day there was a Romany hike of over ten miles into the hills and over Redwood Peak, returning by way of Redwood canyon and Redwood road, each hiker loaded down with old flannel and flax.

The next meeting of the club will be held at the Y. W. C. A., 1515 Webster street, next Friday evening, when girls and women interested in hiking will be welcomed. Games and a supper will follow the meeting.

Boys Raise Money; Uncle Sam Gets It

SALT LAKE CITY, March 15.—A fund estimated at more than \$10,000, the regimental fund of the 14th artillery, a Utah organization recently disbanded, must be turned over to the director of finance, purchase, storage and traffic division of the general staff of the army, according to recent ruling.

The fund was collected through a concert tour of the regimental band just a few weeks before the Utah boys started for France.

Disposition of the fund is in the hands of the Secretary of War, according to the order. The soldiers anticipated many functions with the aid of the fund but all anticipations have been eliminated.

From San Francisco take the Key Route Northern train or Southern Pacific Shattock Avenue train to the tract office.

Child Actress to Sing and Dance in Rebekah Show



MISS DORIS WHITMORE.

Elaborate Program Arranged for Tuesday Night in Fruitvale.

An elaborate program has been arranged by Mrs. Jessie Adey for Goldie Link-Bellage to be given in the W. O. W. hall in Fruitvale Tuesday night, as follows: Vocal solos by Mrs. Maud Graham and Miss Helga Nelson, accompanied by Miss Lula Dorffel on the violin; piano-duet by Miss Thelma Detels and Christine Sanders; piano solos by Mrs. V. E. Arneson; Irish songs and dances by Miss Doris Whitmore, and dances by Miss Dorothy Klemm, accompanied by Mrs. Keith Klemm; readings by Mrs. Alice Newman, Mrs. Florence Sanford and Mrs. Maude Graham. The public is cordially invited.

U. S. JOBS OPEN FOR EXAMINATION

The United States Civil Service Commission announces that the examinations listed below will be held in San Francisco at an early date. Applications and further information may be obtained from the secretary, Twelfth Civil Service District, room 211, Post Office building, San Francisco; chief examiner with experience: \$1000 to \$1200 per annum. Vacancies in various branches of service.

Messenger boy: \$1.75 per diem to \$600 per annum. Vacancies in various branches of service.

Carrier conductor: \$100 per annum. Vacancies in the custodian service.

Assistant engineer: \$1000 per annum. Vacancies in the quartermaster corps, Presidio of San Francisco.

Warehouseman: \$1020 per annum. Vacancies in the post supply office, Presidio of San Francisco.

Stenographer: \$5.60 per diem. Vacancies in the First regimental district, San Francisco.

Telegraph operator: \$8.50 per diem. Vacancies in the engineer department at large, San Francisco.

Machine: \$105 per month. Vacancies in the Bureau of Fisheries, San Francisco.

Inspector of locomotives (male): \$5000 per annum.

Vacancies in the Interstate Commerce Commission.

Electrical engineer (male): \$1050 to \$1200 per annum. Vacancies in the Bureau of Mines, Pittsburgh, Pa.

Assistant engineer of tests (male) and fireman (male): \$600 to \$800 per annum. Vacancies in the navy yard, New York.

Scalper: \$1000 per annum. Vacancies in the field branch of the forest service.

Law clerk and typewriter (male and female): \$1400 to \$1740 per annum. Vacancies in the Bureau of Naturalization, Department of Justice, San Francisco.

Stockkeeper with knowledge of automobile parts and accessories (male): \$1200 per annum. Vacancies in the U. S. Post Office, Bureau of Navigation, Washington, D. C.

Investigator qualified in economics (male): \$1500 to \$2000 per annum. Vacancies in the Bureau of Efficiency, Washington, D. C.

Conducts services.

PHILADELPHIA, Pa., March 15—Conducting services in the former Kaiser's chapel at Coblenz is the honor that the Rev. Edward M. Jeffrey, former rector of St. Peter's Protestant Episcopal church, of this city, is now enjoying. The local minister has a regular charge with the American Legion and was appointed to conduct services in the former German emperor's edifice as soon as his regiment marched into Coblenz.

CLAREN

BATTLESHIP BRINGS MEN FROM FRANCE

NEXTPORT NEWS, Va., March 15.—The battleship New Jersey arrived here today with the 412th telephone battalion complete; causal companies from Virginia, Illinois, Mississippi, Texas, Oklahoma and Nebraska; five causal officers, one field clerk and one civilian. The total aboard was 1,244.

WASHINGTON, March 15.—The 115th field artillery sailed from St. Nazaire March 12 on Koningen der Nederland, war department cables said today. It is due at Newport News on the 23d.

The 105th ammunition train also sailed on the Nederlandsen, besides headquarters motor battalion companies A, B, C and D, medical and ordnance detachments.

Vice-Admiral A. W. Grant, who has been commanding battleship forces No. 1 of the Atlantic fleet, has been transferred to command of the Washington navy yard and gun factory.

Captain Arthur L. Willard, present commandant of the yard, has been assigned to command the new battleship New Mexico, succeeding Captain Bestwick.

Rear-Admiral H. E. Wiley will be the new commander of battleship force No. 1 of the Atlantic fleet.

Rear-Admiral A. F. Fechteler, who has been commandant of the Norfolk navy yard, has been made commandant of the fifth naval district, which includes Norfolk.

Major-General John F. O'Ryan, commander of the 27th division of New York during the war, will be honorably discharged from the service March 31, it was announced today in orders by the war department. General O'Ryan was a national guard officer and commanded his division which recently returned from France during the fighting abroad. The same orders announce the coming discharges also of Brigadier-Generals Charles L. Devouze and George A. Wingate.

WAR ON AGITATION.

CASPER, Wyo., March 15.—Refinery workers of the Midwest here, with the encouragement of their employers, have organized a local union of the International Association of Oil Field Gas Well and Refinery Workers, the first union organization in the oil fields. One object of the organization is to weed out and banish from the district Industrial Workers of the World and other agitators.

Girls' Names in Soldiers' Notes Wives' Jealousy Is Unwarranted

By PERCY M. SARTL,
United Press Staff Correspondent.

LONDON, March 1 (by mail).—Last ye wives, sweethearts, and feminine admirers of the soldiers in France are now coming home, and you start sorting over your trophies, notebooks, etc., don't rush to the divorce court or file a breach of promise suit. If you find too many trench names, however, you may playfully name a regular list of your lady friends!

Sure enough, they were listed, something like this:

Grace—Hamelincourt, \$30 & 171.

Jane—Boyle, \$17 & 20.

Anna—Bolton, \$2 & 890.

Lucille—Movements A 12 & 35.

My wife looked at me with a sort of "more in sorrow than anger" glance,

"I'm sorry that I'm not playing you a good role."

But I disconcerted her by replying,

"I'm sorry that my harem is

nothing more reprehensible than list of hostile trench mortars, machine guns, and observation posts.

USE CODE NAMES.

Code names were given to all such messages as were properly prepared for anything up to 300 yards from the front line all our telephone messages could be picked up by the enemy, and no infantry company or observation officer would afford to give the code name, admitting over the telephone that he was being annoyed or damaged by hostile fire. Instead, he would locate his persecutor, and telephone to the artillery the true name.

The nearest station on the batteries of such work would jump into action and administer the necessary corrective "bumping."

All the arms American, British and French, were very fond of using girls' names.

"Leamington" was agreed not to sue

Marguerite" was agreed not to sue

Marguerite

Oakland Tribune

Supreme on Continental Side of San Francisco Bay
Established 1854
FOUNDED BY WM. E. DARGIE
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Charter Member, Audit Bureau of Circulation
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SUNDAY, MARCH 16, 1919.

A HISTORIC PARALLEL.

The application of Paul von Eckhardt for safe conduct across the United States on his way back to Germany recalls an episode that is almost parallel. Eckhardt was the German Minister to Mexico. As such he availed himself of his diplomatic immunities and privileges to encourage and even to finance Mexican outrages against Americans. There is no doubt that much of the malignancy against this government and private American citizens, evinced by Mexicans, was inspired by him, as indeed was Mexico's truculent attitude during all the time that Germany was actively prosecuting the war.

During President Pierce's administration Pierre Soule was the American Minister to Spain. He was a native of France, whence he had been obliged to fly many years before, with a prison sentence hanging over his head. He was evidently a man of parts, for he emigrated to Louisiana, became a naturalized citizen of this country, was elected to the United States Senate, and enjoyed great political success.

But he took advantage of his diplomatic immunities as Minister to Spain and pursued a most offensive course toward the government of his native land, with which this country was on the most peaceful terms. He even made it a personal matter, grossly insulting Napoleon III and Empress Eugenie, involving himself in a duel with the French Ambassador in consequence. In time he was recalled, and permission to pass through France was sought. Somehow it was granted, but he was not permitted to stop anywhere en route, nor to communicate with anyone while on French soil. He was crated and sent through as preferred freight, as might almost be said.

It has been suggested that if Von Eckhardt is given safe conduct through the United States on his way home from Mexico he be required to travel in the same manner. There is a big argument, however, in not permitting him to cross this country under any conditions, leaving him to get home in the best way that he may.

A food merchant of Paris, now on tour of this country, says that food prices in the United States are higher than they are in France. By no possible explanation can this be justified. France has been war ravaged and every European country has been on short commons in the way of food. They have not had time to regain normality in food supply. In no particular is any of them in such a favored position as this country. Yet one who has to do there with food as merchandise finds prices here "higher far" than in Paris and other parts of France. This is the most significant testimony that we have seen of something operating here besides legitimate causes for the persistent high prices of the necessities of life.

Perhaps it is remembered that statements were cabled a couple of weeks ago that German naval officers were taking advantage of existing regulations to colonize the growing merchant marine. Chairman Hurley of the Shipping Board enters a denial of this. Only Americans by birth or naturalization are given officers' licenses in the merchant marine. Chairman Hurley adds this interesting information: That 7500 officers for engine rooms and decks have been graduated to date from the engineering schools, and that all of them are Americans, with previous sea experience. The time has certainly come that all men who serve this country in any capacity should be citizens of it in good standing.

Count von Breckendorff-Rantzaus has been appointed to head the German delegation to the peace conference. He is the Prussian plotter who declared recently that Germany would refuse to make a peace not to her liking. If he persists in this stand the war will be resumed, which would make the situation much more simple. Marshal Foch told Herr Matthias Erzberger that he knew only two conditions—war and peace. A refusal to accept peace will be a sign for the resumption of the war. Von Breckendorff-Rantzaus and every other citizen in Germany ought to know that by this time.

THE MONROE DOCTRINE.

There appeared in a recent cable despatch from Paris a statement to the effect that the objections of the United States to the present form of the proposed covenant of the league of nations on the ground that it might mean infringement of the Monroe Doctrine had interjected a new and undesirable element into the discussions of the league agreement. The representatives of foreign powers in Paris it was stated, had pointed out that in meeting these objections it would be necessary to define the Monroe Doctrine. A subsequent despatch intimated that the American delegation had not insisted upon the inclusion of a specific reservation regarding the Monroe Doctrine because they deemed it best to "let sleeping dogs lie."

In the absence of further information the inference that this is the opinion of government representatives should not be accepted. It is necessary to bear in mind that there is an industries publicity campaign being conducted with reference to the peace conference and especially regarding the American delegation. The agents of this campaign frequently display great boldness in representing things as official when it is only desired that they be tested publicly as an hypothesis of official thought. Such seems to be the case in some of the reported rejoinders to the criticisms of the league of nations in this country.

Whatever may be the measure of authenticity in the reports referred to above, the Monroe Doctrine is not a "sleeping dog," nor does it need definition at this late date. It is a real and tangible doctrine of the American State. It is very dear to the American heart and for more than three quarters of a century it has been regarded as one of the most important bulwarks of the Republic and of the integrity of the whole family of American republics. It has been either tacitly accepted or respected by all the European nations and on occasions has been invoked in the adjustment of international diplomatic controversies.

Europe is fully informed as to the significance of the Monroe Doctrine, of its history and its aspirations. In the European chancelleries is the full record of the reasons for and the act of its promulgation.

The provocation for President Monroe's declarations was not greatly different, in form at least, from the present international situation. At the close of the Napoleonic wars in 1815 the "Quadruple Alliance," which had brought about the downfall of Napoleon's grandiose scheme of empire, met in the Council of Vienna and conceived a plan for universal peace. At the suggestion of Alexander of Prussia they resolved themselves into the "Holy Alliance," proceeded to parcel out the small nations among themselves, and uttered a hypocritical resolution to follow the precepts of Christian charity, justice and peace.

Not long after this crude attempt at camouflage, the "Holy Alliance" placed its influence behind the attempt of Spain, one of the signatories of the Vienna covenant, to reestablish her dominion over the republics of South America, which only recently had been recognized by the United States. This land grabbing move drew from President Monroe a message to Congress that has had as much influence in shaping the political destinies of the world as any other single peaceful act of any government. Two passages in this message follow:

In the discussion to which the interest has given rise and the arrangements by which they may terminate, the occasion has been judged proper for asserting as a principle in which the rights and interests of the United States are involved, that the American continents, by the free and independent condition which they have assumed and maintained, are henceforth not to be considered as subjects for future colonization by any European powers.

The political system of the Allied Powers is essentially different from that of America. We owe it, therefore, to candor, and to the amicable relations existing between the United States and those powers, to declare that we should consider any attempt on their part to extend their system to any portion of this hemisphere as dangerous to our peace and safety. With the existing colonies or dependencies of any European power we have not interfered and shall not interfere. But with the governments who have declared their independence and maintained it, and whose independence we have on great consideration and on just principle acknowledged, we could not view any interposition for the purpose of oppressing them or controlling in any other manner their destiny by any European power in any other light than as the manifestation of an unfriendly disposition towards the United States. It is impossible that the Allied Powers should extend their political system to any portion of either continent without endangering our peace and happiness; nor can anyone believe that our Southern brethren, if left to themselves, would adopt it of their own accord. It is equally impossible that we should hold such interposition in any form with indifference.

If the foreign powers really desire any further definition of this declaration they should consult history, rather than look to future pronouncements. The message put a check to the schemes of the Holy Alliance. Its spirit was written into the Clayton-Bulwer treaty of 1850. It was enforced against French intervention and the scheme of Maximilian in Mexico. It was exemplified in the dealings of the United States with Cuba and the Hawaiian Islands. President Roosevelt asserted it in the German-Venezuela dispute of 1903. The American delegates to The Hague Conference of 1899 won tacit acquiescence in their declaration that the Monroe Doctrine was a basic policy of this country.

The Monroe Doctrine does not mean commercial and economic isolation of the American continent; it is a declaration against political interference from Europe and Asia. There can be no great difficulty in obtaining textual recognition in the league of nations agreement to this strictly American policy and the American delegation should not bargain away any of its protective strength in an idealistic adventure that is no more promising than was the Holy Alliance of one hundred years ago.

NOTES and COMMENT

About the most sacred laws nowadays seem to be game laws. Four men in Missouri, one of them the attorney-general, are in deep trouble for violating the migratory bird law. Here in California recent disclosures were to the effect that a game commission is maintained at a cost of \$1000 a day. A man in an automobile may run over a person and get off with a nominal reckoning, but if he is imperfectly informed as to game laws and catches a fish contrary to the provisions thereof, he finds himself up against a stern enforcement of the statutes.

Allied action to have Russia and to provide something to eat for such admirable Teutons as may be hungry are things that civilized and orderly nations will probably find to be necessary to right a world that has become sadly at sixes and sevens.

Senator Fall of New Mexico may be unduly perturbed. When he says that a peace league such as that proposed by the President would mean British rule of the United States, some allowance must be made for illustration.

It is difficult to understand that split in the South that is only appeased by burning people to death. Merely killing them without due process of law is pretty bad, but burning them at the stake seems to be a reversion that is wholly incompatible with the progress of civilization. And this notwithstanding the class of crime that it is intended to punish and deter.

The ruction between United States troops and Japanese authorities may turn out to be an unfortunate occurrence, whoever is in the wrong.

Many unconventional grounds are alleged in complaints for divorce, but that in a recent San Francisco instance is quite unique. On their honeymoon this couple found that their ideas of heaven did not coincide. They were occultists, and that made an immense difference.

Centrism, however, is not as definite as prior husbands. The same judge who umpired the disagreement about heaven had an easier decision in the case of a soldier who signed up with a party from Eighty-seventh avenue in this city. She had three husbands on the reserve list, and when that was shown there was no roar at all when the decision went in the soldier's favor.

Utah is the first State to follow up with an anti-cigarette law. It has passed both houses of the Legislature. It not only prohibits the manufacture and sale of cigarettes and the matings, but makes it a misdemeanor for dealers to have them in possession, whether sale can be proven or not. It is the enactment of such laws that the wets were so anxious to go to ridiculous extremes when they passed their dry law.

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The audience in Cleveland which raised right hands and swore that Debs should be kept out of jail or that affiants should get in might as well be taken at their word without further ado. The United States of America certainly cannot take the wets back track as to Debs.

It seems still easy in Nevada. In a divorce case it was shown that the husband would not accompany the wife to dances, shows or lodge meetings, "and was in other ways an example of the wrong kind of a husband," and a Solomonic judge issued a decree forthwith.

Some of the undiscriminating funny writers are still pronouncing paragraphs about Nat Goodwin and his wives. The fact that Goodwin had other traits, and anyhow that he has passed over, might be taken into account now. If that class of humor is struggling uncontrollably for expression there is still Lillian Russell—though this is not to be considered as a suggestion.

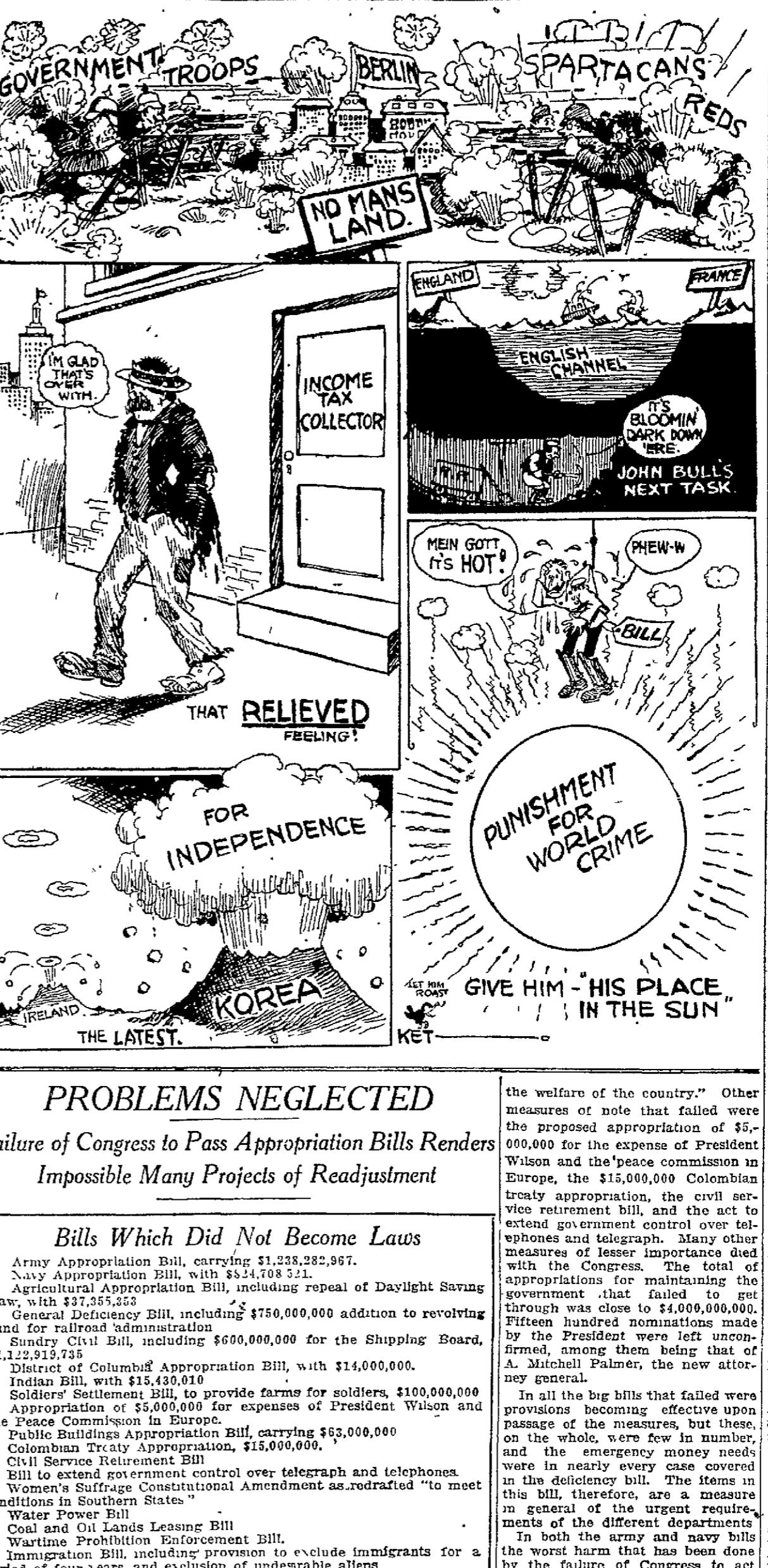
"German peace party to have no final voice." Theirs but to accept what is coming to them, and to be thankful that it is found impossible to make it all they deserve.

SPIRIT of the STATE PRESS.

The management of the Southern California Liberty Fair, held in Los Angeles before the holidays, is responsible for a bill introduced in the state legislature asking for an appropriation of \$75,000 to make up the deficit which the show suffered as the result of influenza conditions. Why couldn't San Bernardino's Orange Show management put in a bill for losses in years past?—San Bernardino Index.

Three hundred happy spooners were driven out of Oakland's parks in the first raid under an order firing Cupid out of their shady corners. But it is not so bad as it might be. The police judge has a heart. He says, "I spooned in parks or any other place I could spoon in when I was a youngster, and even though my days now are numbered in many ways, I would just as soon try it all over again—with the same girls. Be assured that if any of the youngsters come before me they won't find a court devoid of sympathy." That's like being sent upstairs for punishment and then have mother slip up a good supper with an extra piece of pie included.—Stockton Record.

EVENTS OF THE WEEK



THE FORUM

The Editor of The Tribune declines responsibility for opinions and statements expressed in this column. Brief contributions or comments on current topics will not be a rule unless accompanied by the name of the writer, which, in case of publication, will be withheld from publication.

Mt. DIABLO.

To the Editor of The Tribune:

Mount Diablo has on its highest peak the United States government monument that is the point from which begins all the land surveys in this part of California—the Sacramento and San Joaquin valleys and the coast counties for hundreds of miles north and south of San Francisco. This monument is located on private property, the owners of which may at any time order it removed, and thus endanger the security of hundreds of millions of dollars' worth of property.

In addition, Mount Diablo possesses a scenic value that should attract a multitude of tourists to this part of the state. From its summit can be seen the Capitol at Sacramento and a wider range of territory than from any other high point in the state, because of the isolated position of Mount Diablo.

The state is appropriating hundreds of thousands of dollars for the purchase of lands to insure the preservation of the California Redwood Park tree, and of numerous other historic and scenic points in California. The land on the top of Mount Diablo is worth from \$2 to \$4 per acre, and for \$200,000 practically all of the upper portion of the two peaks of the mountain could be purchased and made into a public park.

The press despatches a few days ago announced that the Mount Diablo boulevard had been sold at foreclosure sale. The state should also purchase this beautiful roadway up Mount Diablo and make free to all persons the opportunity to enjoy the grandeur of the view to be had from its top.

If this mountain was located in the neighborhood of Los Angeles it would have been a public possession long ago and its beauty heralded to all the world. Will San Francisco, Oakland and the bay counties let pass an opportunity to secure this unrivaled scenic asset, the public possession of which will insure the stability of land titles in all of this part of California?

Why should not a Mount Diablo Preservation League be formed, which will make a drive upon the Legislature of California to secure the appropriation of the funds necessary for the purchase of the lands that may be needed for the creation of Mount Diablo Park. When the summit of the mountain has been acquired by the state trees can be planted there and Diablo restored to its old glory.

EDWARD P. E. TROY.

San Francisco, March 12.

TODAY 20 YEARS AGO.

A bill to appropriate \$20,000 to establish a state normal school in San Francisco is passed by the senate.

The health officer urges the establishment of a municipal hospital in connection with the city jail, declaring that often he is obliged to use the floor of the prison for an operation.

Dwight L. Moody, famous evangelist, opens a series of meetings in Oakland.

The total rainfall for the season is 13.93 inches, against 11.03 inches a year ago, with the March rainfall to date 3.75 inches.

THE JESTER

What He Feared.

"Is it absolutely necessary that I speak to your father?" asked the woebot after the girl of his heart had promised to be his.

"Why, of course. He is head of the family, you know."

"It isn't the head of the family I'm afraid of, it's the foot"—Edinburgh Scotsman.

Zoological Transformation.

This is a winter which can be recorded as having "made a monkey of the groundhog as a weather prognosticator."—New York Herald.

Practical Suggestion.

The Girl—I want you to help me to make Tom jealous—awfully, wildly jealous.

The Man—Er—let's get married—Exchange.

Half hour of music, Greek theater.

Chamber Club meets, First Unitarian church, Berkeley, evening.

"Unemployment" discussed, old Labor Temple, evening.

Robert Whitaker lectures, Lincoln Hall, evening.

Orpheum—John B. Hymer.

Fulton—"The Very Idea."

Ye Liberty—"Going Some."

Pantages—Twelve Tally-Ho Girls.

D. Constance Talmadge, American—Mae Marsh.

TOO COLD TO SEE LORELEI, RHINE MAIDEN

Trips on the Rhine, past the rocks of the Lorelei, are told of in a letter from Private Ralph E. Mitchell, a former employee of Taft & Pennoyer, at present attached to the 32d field signal battalion, station at Coblenz, Germany.

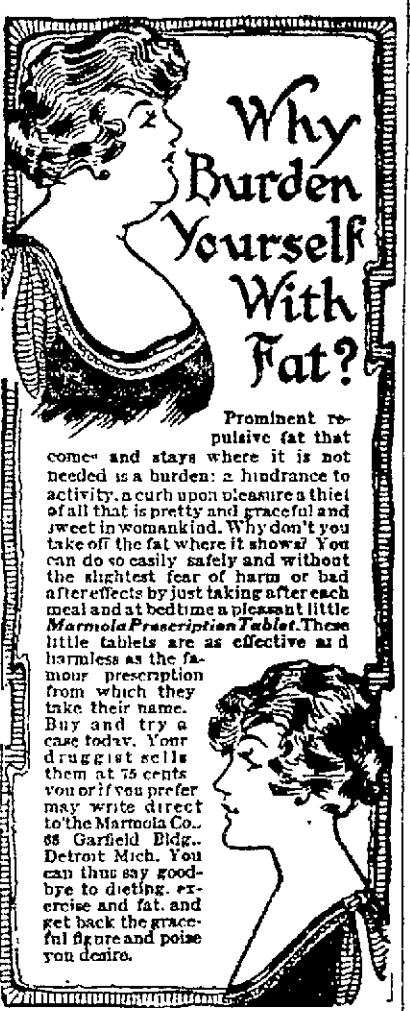
Under date of February 3, Mitchell has written a letter to J. S. Gilmore, of this city, in which he tells of excursion trips up the Rhine river, where ancient castles and other scenes of historic interest are explained by a lecturer sent out by the Y. M. C. A. The young man writes in part:

"Indications are that we will stay here until peace terms are signed. Terms may be signed very soon; then again, it may be some time."

"We are having quite a bit of cold weather, and the music hall has already been reached on several occasions. It shows very little because it is too cold, and only a light cover keeps the hills and ravines in their white raiment. A little California sunshine would work wonders now to enliven the spirit of the troops here."

"The government is making a great effort to make conditions as agreeable as possible. A system of river excursions up the Rhine has been inaugurated, and last Sunday we enjoyed a trip of two hours that was excellent. The Y. M. C. A. provides a lecturer who points out the various castles and historical places along the river. One of the many spots I saw was the rocky bluff around which the legend of the Lorelei was written. Many know the story, so to those who are familiar with it I will say that I tried to get a glimpse of the golden-haired maiden, but evidently the weather was too cold and she kept out of sight."

"Many of the castles along the Rhine were built by royalty or money



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BREASTLUMPSURED
NO KNIFE—NO PAIN
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"PAY WHEN
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Says Cream Applied in Nostri
Relieves Head-Colds at Once.

If your nostrils are clogged and your head is stuffed and you can't breathe freely because of a cold or catarrh, just get a small bottle of Ely's Cream Balm at any drug store. Apply a little of this fragrant, antiseptic cream in your nostrils and let it penetrate through every air passage of your head, soothing and healing the inflamed, swollen mucous membrane and you get instant relief.

Ah! how good it feels. Your nostrils are open, your head is clear, no more hawkling, snuffing, blowing; no more headache, dryness or struggling for breath. Ely's Cream Balm is just what sufferers from head colds and catarrh need. It's a delight.—Advertisement.

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8 OUT OF 240 SURVIVE DASH, SAYS RUNNER

Wallace E. Francisco, 537 Thirty-seventh street, went into battle with the Marines at Chateau-Thierry eight days after he had landed in France. He has been with the famous Second Marine division ever since, and yesterday he came back home wearing the red cord of the French Legion of Honor to evidence nine citations of his regiment for distinguished service.

As a runner for his company Francisco brushed with death at Chateau-Thierry and at Soissons. He was gassed at the former place and wounded three times at the latter. It was the wounds received at Soissons that prevented him from seeing service with his regiment at St. Mihiel, Mont. Blanc and in Flanders. He was in the hospital several months.

But he shares in the glories and honors heaped upon the Second Division, which has a record of having met the enemy in seven battles and of having won in each. The red cord he wears is a regimental honor conferred upon the Sixth Marines, which, with the Fifth, formed the Second division. All the nine citations represented by it were conferred upon the entire regiment.

GASSED IN WOODS.

It was while Francisco was serving as a runner and had set out to find his company, which was lost in Belleau wood, that he was gassed. He had taken off his mask to fight a single German patrol whom he had encountered. It was a duel of the bayonet. Francisco had risked being gassed when he took off his mask, but his presence of mind in weighing the odds and deciding to take the risk saved his life, he thinks. The German sentry had his mask on. He discharged his rifle and Francisco thrust the steel through the German's throat.

Notwithstanding that he was gassed, he kept on until he found his company. In going through the dense woods it had been necessary for the men to advance in single file, holding hands. Some one's hand let go, the chain was broken and the company became lost. It was later found mixed with two other companies.

After the Marines had done a good job of it at Chateau-Thierry they were transferred to Soissons. While the regiment was still encamped in the wood Pershing came down to congratulate them on their part in the first American victory.

"I have a surprise for you," he told some of the officers.

The word got around. They were going back of the lines for a rest—so the rumor. They were wrong. Pershing's surprise was to send them to Soissons.

EIGHT LEFT OUT ON 240.

It was a deadly battle—the battle at Soissons. Francisco's company was hard hit. There were 240 men in it when it started out. Eight were left when it reached its objective. Francisco, in spite of the fact that he was recovering from the effects of gas, went along. He was assigned to run errands daily.

The fight was on and Francisco was carrying messages in a hall of bullets and shrapnel shell. A bullet struck him in the right knee. He fell, turned over and two more bullets struck him, one in the thigh and the other in the shoulder.

A machine gun nest had targeted loose on him and several companions. They made for a shell hole and stayed there five hours while the machine gunners kept up their deadly work. Then a wave of engineers came up. The machine gunners turned their attention to it and Francisco and his companions crawled out. They crawled for a mile and a half until they were found by an American guard in charge of German prisoners. The prisoners carried them to the rear on stretchers.

HOSPITALS CHOKED.

So heavy were the casualties along the American front that all the hospitals were overcrowded and Francisco and his companions had to wait five days and endure many hardships before they could reach a hospital. After leaving the first aid station they spent the night in the open, in the rain, awaiting shipment to Paris. At Paris all hospitals were full and they were reshipped to Le Havre. At Le Havre they were ordered to be sent to Tours, where they were finally admitted. He said the hospitals were crowded and there were so many wounded coming in that officers, even majors, acted as stretcher bearers in carrying the wounded. The nurses and doctors worked tirelessly to aid the wounded, he says.

Francisco enlisted in March, 1917, just before the declaration of war. He sailed for France May 26, landed there June 8 and went into action the same day. His parents, Mr. and Mrs. Edmund D. Francisco, Francisco is here on a 30-day furlough from Quantico, Va. He is awaiting a disability discharge.

Dozen Pioneers Gather and Recall Early Oakland Days



Guests of MRS. JANE RUPERT on her eighty-eighth birthday. Top row, left to right, MRS. E. G. FEVRIER, MRS. E. J. HAHN, MRS. M. C. PINKERTON. Middle row, left to right, MRS. ANNA LAUFMAN, MRS. J. H. GOULD, MRS. ANNIE JOSTE, MRS. EDITH McDONALD. Bottom row, left to right, MRS. ANNA A. CANNON, MRS. MARIAN CARTNER, MRS. MARY JANE RUPERT, MRS. MARY ELFORD, MRS. ELLA FARNHAM.

Mrs. Mary Jane Rupert's Birthday Honored by Companions of Long Ago

Still halo and hearty, with an altruistic belief in the glory of life, Mrs. Mary Jane Rupert, one of California's pioneers, celebrated her eighty-eighth birthday Thursday with a dozen pioneer women at her home, 235 Elbert street, where she has lived for the past forty-six years.

Born in Eastport, Maine, in 1831, Mrs. Rupert came West with her husband in 1855, when she was 25 years old. The journey was made by steamer New England via the Isthmus of Panama, thence to the coast to San Francisco, she and her husband settling in Grass Valley at that time. Sixty years ago. After living in Grass Valley 15 years, the family moved to Oakland, where Mrs. Rupert has resided since.

Mrs. Rupert's husband died in Oakland thirty-six years ago. Of the seven children in the family, four are living—a daughter, Mrs. C. McDonald, with whom Mrs. Rupert now lives at the family home on Elbert street, and three sons, Charles, Sam, Francisco, Walter, Stephen and Frank, all city OTHER PIONEERS JOIN

Joining Mrs. Rupert in the celebration of her birthday were other pioneers, among whom were Mrs. Mary Elford of 2705 Myrtle street, Mrs. Ella Farnham, 3120 Linden street; Mrs. Anna Cannon, 16 Yosemite avenue, and Mrs. Marian Gardner, 2817 Elbert street.

Mrs. Elford came to California in 1856 with her husband, who brought Mrs. Farnham to San Francisco via the Isthmus, the Golden Gate. The trip following that on which Mrs. Rupert was a passenger. On the return trip following the one Mrs. Elford made with the ship—it was destroyed by fire on its way to the Isthmus. Mrs. Elford was born in Boston.

Mrs. Ella Farnham does not remember the year when she came from the East to California, but knows that it is now forty-five years since she came to Oakland.

The main street and in fact the principal part of town in those days was Broadway from the foot of Broadway to Fourth street. Where the main street now stands there was a plaza.

Some of those present well remember when the first Southern Pacific Railroad train came from the East. A big celebration was staged in the little park where the hall of records now stands.

Mrs. Rupert, despite her 88 years, has a clear memory of early events and especially joined in the discussion of those early days.

A New England boiled dinner was given in the afternoon and in the evening the guests took part in an old-fashioned quilting party.

Spends Hour in Jail in Marshal's Office

SEATTLE, Wash., March 15.—After reclining one hour in an easy chair in the office of the United States marshal here, Mrs. Mae Aspinwall, a member of a Federal grand jury indicted, charged her with posing as a matrimonial candidate to a number of Seattle, Tacoma and Everett suitors while having business in Alaska.

During her trial she spent a month in the county jail and when convicted Judge Jeremiah Netter sentenced her to one hour.

Judge Leans Out of Window for Evidence

DAYTON, Ohio, March 15.—With the judge and prosecutor leaning out of the courtroom window, Charles Zeil, 40, of Dayton, was held for trial on a short measure, bought peak at a price of apples at the "street market" across the way from the courthouse, came back and weighed them and proved his statement that you can get a run twelve-pound peck of apples for a dollar. The magistrate lecture to his father he had a lot of court trouble, he declares he will propose to them on a date at time luck favors him. He has considerable property, it is said.

Wedding Fee Paid After Forty Years

LARUE, Ohio, March 15.—Forty years ago Rev. J. A. Sutton performed a marriage and the bridegroom forced a hand over the vestment. Rev. Thomas, the minister, said Sutton had received a \$10 bill and a note accompanying says it was from a "stricken conscience." As Rev. Sutton has performed 714 marriage ceremonies, he does not remember the man who forgoes.

Ohio Captain Admits Love for a Countess

YOUNGSTOWN, Ohio, March 15.—Captain R. V. Dickey stepped off the train here and after greeting his mother and father said he never wanted to leave Youngstown again.

"Yes, but it is reported that you are engaged to a real live countess with castles and things," persisted the energetic reporter.

"And maybe she will trade francs for American eagles," put in Captain Dickey, as he admitted an affair of the heart.

EVE TEMPTED BY BURGLARS, POLICE THINK

Is a husband responsible for the crime of his wife?

Is man, the stronger animal by nature, always the leader when a man and a woman are involved in a net of crime?

Is "The woman tempted me and I did eat" a fallacy?

These are the questions Captain of Inspectors James T. Drew of the local police force had to decide in a practical way when he had to make up his mind whether Mrs. Rita Lubrano, wife of a confessed burglar, and admitted to be his accessory, should be allowed probation or not.

And the woman has won.

The police will not oppose her being granted probation when she appears before the superior court on a burglary charge.

Mrs. Rita Lubrano, wife of Joe Lubrano, alleged head of the "burglar gang" arrested in the last week by the Oakland police, and Rosa Dreulette, sister of the accused burglar leader, will be able to obtain probation in the superior court, is considered nearly certain by the Oakland police. Captain Drew says that his department will not oppose probation, especially for Mrs. Lubrano, since she has two infant children.

We take the stand that the wife was probably guided by her husband, especially under the circumstances," said Drew. "And in any event, all that we have on the two women is that they were accessories to the actual burglaries confessed by the gang. The sister acted as a lookout for the men; the wife aided in hiding stolen property, and, of course, her relationship to the accused burglar would imply that what little she had do with it was under her direction."

That the men in the gang round-up, in which four men and the two women were arrested, will be unable to get probation in any event, due to the possible execution of Lowell Beecroft, who has confessed to more than a score of thefts, is certain.

Charles Holdeston, the second "strong arm" suspect, is also said by Inspector William Emigh to have been "guilty" standing in the way of justice. Beecroft's arrest is his first, and the police say that he "came clean" with all he knew of the crimes he was accused of, and has recognized the evil of his ways.

Holdeston and Beecroft were arrested following the roundup Saturday and Sunday last of Lubrano, Beecroft and the two women. According to Inspector Emigh, all have admitted the charges on which they will be tried in the superior court, following their preliminary examination by Police Judge John W. Smith's court next week, the transcript of which is to be used in the superior court. Probation proceedings can only be taken in the superior court.

GETS WAR INSURANCE, SEEKS NEW HUSBAND

WASHINGTON, Mar. 15.—Representative Guy E. Campbell of Pennsylvania received the following letter from a war widow at Carnegie, Pa.:

"I want to thank you very much for your kind assistance in obtaining my late husband's \$10,000 insurance from the bureau of war risk insurance.

"Now, will you do me a favor for me? Will you find me a nice, loving man for a husband, because I don't care for any of them here and am not capable to take care of a good husband."

"I have a four-room flat, all furnished, my insurance money and some other property."

All inquiries in the case should be addressed to Representative Campbell.

Special

ANNOUNCEMENT

New Department Added

Refinishing Department

We refinish in any finish or color desired. Electric Fixtures, Clocks, Scales, Enamelled Furniture, Building, Hardware, Jardinières, Statuary, Cash Registers, Brass Beds, Wicker-ware, Fire Screens, Portable Lamps, Picture Frames, Baby Carriages, Show-window display fixtures, etc. Finish is guaranteed to outlast original finish; can be washed; will not tarnish.

Come and let us show you samples.

Kimball Electric Co.

Just a Step from Washington St.
Telephone Lakeside 2000

PHYSICIAN IS ASKED ABOUT WIFE'S DEATH

MINEOLA, L. I., March 15.—Dr. Walter Keene Wilkins, in whose accounts of the murder of his wife by three robbers at their Long Beach home on February 27, the police claim to have discovered many discrepancies, was interrogated at length here today by District Attorney Weeks of Nassau county, Detective Frank J. O'Brien, County Coroner New York, and other investigators.

County authorities declare that despite assertions of Dr. Wilkins' attorney to the effect that he has consistently stuck to his original story of the murder, there have been some important variations noted by various investigators who have examined the physician. The authorities are searching for a later will of Mrs. Wilkins than the one dated 1903 and discovered by her husband. In this will she disposed of a \$65,000 estate by giving it to charity. A detective service is said to have learned that Mrs. Wilkins confided to her neighbor that she had made all leaving her property to Dr. Wilkins, who denies all knowledge of this.

In Dr. Wilkins' first story of the attack by the robbers, he said he had been struck on the head and rendered unconscious. Physicians were unable to find marks on his head. In a later story he is said to have stated that after having been struck he grappled with one of the men and injured one of his arms. Blood stains on his army shirt he explained by saying that Mrs. Wilkins threw her arms about his neck when he had been struck.

Charles Holdeston, the first man to be arrested, is also said to have been struck on the head and rendered unconscious.

Charles Holdeston, the second "strong arm" suspect, is also said by Inspector William Emigh to have been "guilty" standing in the way of justice.

Beecroft's arrest is his first, and the police say that he "came clean" with all he knew of the crimes he was accused of, and has recognized the evil of his ways.

Holdeston and Beecroft were arrested following the roundup Saturday and Sunday last of Lubrano, Beecroft and the two women.

According to Inspector Emigh, all have admitted the charges on which they will be tried in the superior court, following their preliminary examination by Police Judge John W. Smith's court next week, the transcript of which is to be used in the superior court.

\$4,900,000 TAX CHECK PAID BY STANDARD OIL

SAN FRANCISCO, March 15.—A check for \$4,900,000 in part payment of the \$12,500,000 income tax, was received by the internal revenue collector here today from the Standard Oil Company of California.

The offices of the collector were crowded throughout the day by those desiring to make their returns before the expiration of the time limit at midnight tonight.

The Standard Oil and other big corporations are permitted to pay the tax in installments and are creating sinking funds for this purpose.

The collections for Nevada and northern California, the jurisdiction of the local collector, were expected to approximate \$150,000,000 last year.

Jetney Driver Must Read Daily Papers

KANSAS CITY, Mo., March 15.—T. McMurtry, a jetney driver of the Kansas side, was sentenced by Judge A. J. Herod, in the police court, to read the newspapers. A short time ago the city commissioners passed an ordinance fixing jetney rates. McMurtry charged passengers 25 cents for a 15-cent ride. He claimed he didn't know of the ordinance.

GETS \$25 A POUND.

POUGHKEEPSIE, Mar. 16.—In a suit of Mrs. Anna Wilson, of Beacon, against the New York Central Railroad for \$5000 damages as a result of falling over a heap of iron pipe and debris at the station here a year ago, Mrs. Wilson got an award of \$2500. The testimony showed that Mrs. Wilson had gained 100 pounds since she received her injuries. A stout woman before the accident, her enforced inactivity added muscle to her physique, and she actually paid her \$25 a pound for her surplus fat.

was closely questioned today was the other half of the Lynbrook newspaper, part of which was found wrapped around the hammer used in the murder, happened to be in his room. Detectives found it under his bed. The collie dog owned by Mrs. Wilson, which Dr. Wilkins said the robbers had cruelly beaten, was examined by a veterinarian and found to bear no bruises. Dr. Wilkins told the police that the dog had been knocked unconscious and did not bark for that reason.

PURSE RETURNED; REWARD IS TAKEN

ATLANTA, Ga., March 15.—Again it pays to advertise.

When Mrs. Robert Eugene Randall lost her handbag in a department store and it was not returned for two days she placed an ad in a local paper that if the person who picked up her handbag in a certain store Saturday afternoon will return it and its contents to the owner no questions will be asked, but if it is not returned at once legal steps will be taken against this person.

The Standard Oil and other big corporations are permitted to make their returns before the expiration of the time limit at midnight tonight.

The Standard Oil and other big corporations are permitted to make their returns before the expiration of the time limit at midnight tonight.

Three Pickerel Are Caught by One Hook

WINSTED, Conn., March 15.—Scores of witnesses vouch for the following true story: Charles Hamlin, fishing through the ice at Highgate, Conn., caught in a sandbar in First Bay when the red signal showed. As he was pulling up his catch, a ten-inch pickerel caught on the salmon bait, large pickerel grabbed the catfish and all three were taken.

Cotton Is Just Paid for; Seized in '60's

MACON, Ga., March 15.—For cotton seized in 18

OAKS TO PLAY TWO GAMES AT EMERYVILLE BALLPARK TODAY

BUZ ARLETT SHUTS OUT ST. MARY'S TEAM AND FANS ELEVEN OF THE BROADWAY BOYS

Husky Heaver Looks Like a Champion; Only One Hit Made Off His Delivery by Phoenix

Oaks Play Errorless Ball and Defeat College Team by a Score of Five to Nothing

By BOB SHAND.

And now we know why they call him "Buz" Arlett—and so do the members of the St. Mary's baseball team. Mr. Arlett simply buzzes 'em past the batters so fast that they can't see 'em. Simple, isn't it?

Young Mr. Arlett decorated the mound for the Oaks yesterday afternoon in the first game of the season, and he had the Phoenix batters standing on their ears trying to connect with his stuff. One lone hit, a wallop by Scott in the first canto was the lone binger secured by St. Mary's, and but one of the Broadway students grabbed a free pass for himself. The Oaks played errorless ball behind this kind of pitching and won the ball game five to nothing.

Only two St. Mary's men reached first base, Scott in the fourth when he got a single, and Billie and Brantwell in the fourth who stuck around the platter long enough to have Empire catcher chirp four balls.

Nothing that even resembled a blow was delivered by the students after that. And if Arlett can pitch the same brand of ball in the Coast League next summer, he will be a star performer in the big leagues. He has used a few more words to prove that he is a regular ball player, he got a hit, drew a walk and registered a tally.

CANTY LOOKS GOOD.

Cantu, a rangy southpaw, hurried for St. Mary's, and though he was pitched for eleven wallops he pitched good. The game of ball is over, and the Oaks are off to a start with a Coast League club right now. The St. Mary's church has some wonderful curves but its catcher yesterday curved him to death.

The Oaks wound up with their 1919 outfit on the job, which means that black Miller coveted in left, Willie Lanza disposed in center, and Denny Willis worked in the box. Artie Jones had a number of good hits, and the team is now considered a certainty. Locker started at first base and went five innings in which he proved a great prospect. He dug a few out of the ground, reached up for some deepers, and generally conducted himself like a league first-sacker. And he also got a pair of blues and swiped a base for himself. His second hit was wasted when the hit and run signal was brought up and the batter ran single. He hit up and the batter ran single. The outfit, Jack Roche, played the last four frames.

Dick Dodson, the mysterious guy who simply breezed into the pastime of sport, was glad to get his first taste of home. His dad, who has had considerable experience on the ball field, Landon stands an excellent chance of getting on the payroll when a number of the present players are absent. Dick Dodson is the usual man at third and Han Morse worked at second. Han got a blow and also drew two walks. Daddy Roche did the catching and is in better backstop than when with the club seven years ago.

START IN SEVENTH.

The Oaks could not locate the plate until the seventh, when Daddy Roche got a hit when a Scott batted on grounders. But out and down and out and down and Denny Willis hit off a bopper to score Roche. Morse could not do any good for the cause, but Murphy hoisted a triple into center field that brought Artie Jones and Captain out of the box. And Captain Roche followed them a few moments later when black Miller binged.

Roche and Arlett walked in the eighth frame and the bags were all but tired when when Tommy Willis drove one through the infield. Morse failed out to Snow but Murphy came to the rescue with a long fly that gave Dodger plenty of time to amble home.

Here are the figures:

NT. MARY'S.	AB.	R.	BH.	SR.	PO.	A.
Spitz. 1	4	0	0	0	0	0
Schoen. 2	1	0	0	0	0	1
Brantwell. 3	1	0	0	0	0	0
Quarles. 4	0	0	0	0	0	0
Davis. 5	0	0	0	0	0	0
Miller. 6	0	0	0	0	0	0
Willis. 7	0	0	0	0	0	0
Lanza. 8	0	0	0	0	0	0
Roche. 9	0	0	0	0	0	0
Trotz. 10	0	0	0	0	0	0
Locke. 11	0	0	0	0	0	0
Arlett. 12	0	0	0	0	0	0
Morse. 13	0	0	0	0	0	0
Willis. 14	0	0	0	0	0	0
Willis. 15	0	0	0	0	0	0
Willis. 16	0	0	0	0	0	0
Willis. 17	0	0	0	0	0	0
Willis. 18	0	0	0	0	0	0
Willis. 19	0	0	0	0	0	0
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Willis. 114	0	0	0	0	0	0
Willis. 115	0	0	0	0	0	0
Willis. 116	0	0	0	0	0	0
Willis. 117	0	0	0	0	0	0
Willis. 118	0	0	0	0	0	0
Willis. 119	0	0	0	0	0	

SOLDIER SAYS 'HARDSHIPS IN ARMY' UNTRUE

Expressing his willingness to remain in France until the task which took the American troops overseas is fully accomplished, that it may not be necessary to recruit the Atlantic again in six months in order to finish the job.

John O. D. Murphy, engineer with the 55th corps, writes

his mother, Mrs. C. L. Martinez, 2002

Encinal avenue, Alameda, under date

of February 21, that reports that have

reached the United States relative to

deplorable conditions at Great, France,

are without foundation in fact.

Murphy refers to an article which

he saw in a newspaper from the

United States to the effect that "the

poor soldier boys have to stand in line

in the rain waiting to be fed," and

comments thus:

"Doesn't that sound like fearful hard-

ships for a soldier? It's like sympathizing with people who have to walk on the sidewalks in the rain. When a man joins the army he cannot expect someone to take him in arms and cuddle him. He has to stand in line with the men themselves. Life is what you make it; get conditions."

"My detachment of eighty-six men

had as much to endure as the average soldier, but our detached service on the fighting line from September 27 to December 21. We were

not with any regular outfit, in most

cases having to shift for ourselves, and we have always been comfortable, but this was largely due to our own efforts. We have seen others suffer, but only through their own lack of initiative. I have no sympathy for men who are too lazy to take care of themselfes."

"It looks now as if we will be here

for another two or three months at least. As the peace conditions have

not been settled it is necessary to keep

an organized army together. The

armistic conditions have not been

fulfilled and we cannot afford to weaken

our army by demobilizing too rapidly.

I want to stay here until we are

settled. We might as well finish the job for once

and all while we are at it."

Politician's Part in Shooting Is Prebed

CHICAGO, March 15.—With Mrs. Eva Murray in a hospital suffering from two gunshot wounds which she declares were self-inflicted, detectives today began an investigation of reports that the woman was shot by a man said to be "prominent in politics."

Mrs. Murray was admitted to a private hospital Thursday. She had been shot twice in the breast and was in a serious condition. She insisted that herself in an effort to commit suicide.

Mrs. Murray's husband, a traveling man on the road and she says "knows nothing of this."



The woman the years pass by

What is the secret of her enduring youthfulness and charm that everyone admires?

Nothing you cannot possess. Soft, silky, abundant hair, retaining the natural color and lustre of girlhood—framing your face in loveliness that defies the passing years.

Qban

Hair Color Restorer

Will preserve the youthful color of hair or bring back the dark, natural shade to hair that is gray, faded or streaked with gray. Revive and stimulate growth—stop hair from falling out.

Absolutely not a dye. Easily applied. Restores the color uniformly and gradually by a perfectly natural process. Does not interfere with your regular coloring or shampooing.

For Hair Health and Beauty

Qban Toilet and Shampoo Soap—\$.25

Qban Liquid Shampoo—\$.50

Qban Hair Tonic—\$.50—\$1.00

Qban Hair Color Restorer—\$.75

Qban Depilatory—\$.75

For sale at all drug stores and wherever toilet goods are sold.

Manufactured by

Hessig-Ellis, Chemists, Memphis, Tenn.

“77”

Humphreys' "Seventy-seven" breaks up Coughs, Colds, Influenza, Cold in the Head, Catarrh, Sore Throat, Quinsy, Tonsilitis and Grip. All Drugs

COLDS

FAT PEOPLE GET THIN

Best safe home method. Get a small box of oil of korein at the druggist's. Follow plain directions under \$100 guarantee. New soap tells of added reducing weight quickly. Price 25c. In plain wrapper, free. Write to

Humphreys Co., N.Y.-12, Station E, New York, N.Y.

IN ALAMEDA COUNTY LODGES

Oakland Camp No. 8179, Royal Neighbors of America, met in L. O. O. temple, Eleventh and Franklin streets, Friday evening, March 7, Oracle Hotel. Supervising Deputy Commissioner of the order was escorted to a seat at the right of the organ and later responded with remarks. Four candidates were initiated and six applications balloted.

Friday evening, March 21, the camp will give a basket social for members and friends. The camp is always pleased to have visitors from other Royal Neighbor camps.

OAKLAND FRIENDS HONOR MRS. GOVE

The many friends of Amanda J. Gove, 1561 Ninth street, are rejoicing

over her election as delegate to represent the California women of the

Ladies' Auxiliary to the Brotherhood of Railroad Trainmen convention which meets in Columbus, Ohio, in May. Mrs. Gove is being extensively entertained.

On Wednesday afternoon a theater party was given by San Francisco friends, the Medians. Griffin, Steele and Whizzend. On Wednesday evening a dinner and shower party was given.

On Saturday evening a dancing hall, Coffee and cake will be provided and a most enjoyable time is assured those who attend.

LARUKA COUNCIL TO GIVE DANCE

Larukia Council No. 46, Degree of Pocahontas, I. O. O. F., met Monday evening at Frutivale. The degree team put on an adoption, the "paleface" being Charles Cook. Tomorrow evening Larukia council will give a dance in Lincoln Hall. Coffee and cake will be served free.

FORESTERS PAY FRATERNAL VISITS

Last Wednesday evening a number of grand officers of the Grand Court of California paid an official visit to Court Shellmound No. 157, F. A. F.

Grand Trustee Frank L. Zelich accompanied by fifteen officers and members of Court U. S. were present and an enjoyable evening was spent.

Grand officers spoke many matters important to subordinate courts, and the assembled members heard words of wisdom from Grand Chief Ranger Kohler of Los Angeles.

Among other speakers was Major F. Lewis, treasurer of Court U. S. No. 37, F. A., and a prominent Forester and fraternal man in the bay district. In his address he expounded logical facts.

On last Thursday evening fifteen officers and members of Court U. S. No. 37 joined Grand Trustee Zelich on his official visit to Court Sunflower No. 157, F. A. in San Francisco.

There were about one hundred members present.

On Wednesday, March 12, Grand Trustee Zelich paid Court Fairmount No. 11, F. A., an official visit, accompanied by a large delegation from Court U. S. No. 38.

COURT ADVOCATE HEARS FROM FRANCE

Court Advocate No. 7378, Ancient Order of Foresters, at its meeting Tuesday evening, March 11, received communications from Corporals A. J. Sleight, H. T. Machell and Mechanic W. R. Lippincott, all with the A. E. F. in France.

Brother Amazeen, deputy from Court Richmond visited the court in connection with the board of deputies work.

The son of Court Advocate presented an extensive program planned out for future entertainments.

Sub-Chief Ranger M. J. Higuera acted as chief ranger. Chief Ranger H. E. Henderson having gone to the country for a short vacation.

Good and welfare called forth brief discussions from several members pertaining to the social committee program.

CHEROKEE COUNCIL HOLDS SOCIAL MEETING

Cherokee Council No. 17, D. P. of P. met Monday evening at the tepee in Masonic hall, East Fourteenth and Eighth avenue. Pocahontas Maude Hedgeson presided. Sister Ella Hoffman presented the council with a handsome banner in the form of "A Welcome Home" to some of the hero fighters who are expected shortly. First Sachem Homer Penny of the Sioux Tribe No. 156, Oklahoma, who has just returned from service with C company, turned over his uniform to the Cherokee council.

A touch here and there, a bit of paint added, a few nails driven, some weeds rooted up, a lawn cut or a patch of ground laid out into a garden adds to the attractiveness and healthfulness of the neighborhood. It means cheerfulness and cleanliness, and a general appearance of thrift which gives a distinction to the entire community. It is the best advertisement that a city can have.

Health authorities will concentrate with the individuals in every way. They want the abiding place of the disease carrying out its destruction and saving lives, and there is nothing that so discourages the propagation of this pest as a little fresh paint, some whitewash or Calomine and a good cleaning of the back as well as the front yard.

The members of Cherokee council are planning a bazaar in the near future. Sister Van Alstine is to act as chairman.

After an interesting meeting all members trailed to the banquet hall where refreshments were served.

Next Monday evening all members are requested to be present for drill.

MACCAEBES TO INDULGE IN IRISH SPORTS

Oakland Tent No. 157, the Maccaebes, was honored with a crowded house at its whisky party last Monday evening.

Large numbers of members, their families and the ladies of Oakland Review No. 14 and their families took advantage of the occasion and spent an enjoyable evening. Among those who played were Mr. and Mrs. M. Horner, Mr. and Mrs. George and Mayra McDonald, Mr. and Mrs. John Johnson, Sir Knights M. D. MacQuarrie, O. P. Atkinson and Miss Margaret MacQuarrie were the scorekeepers.

Irish sports are on the program for next Monday evening and the contest between the club passing teams headed by Sir Knights Frank Borres and Edward Juillerat promises to be a hot one.

OAKLAND EAGLES WILL PICNIC TODAY

The club will have a business meeting afternoons, exemplification of the work and exhibition drills, evening session, initiatory work. Wednesday evening, Oakland Review No. 14 will entertain the past commanders' association in the blue room.

Luncheon will be served at 1 p.m. Mrs. Webb, chairman of the St. Patrick party, to be held Tuesday evening, reported a good program is being arranged.

A theater party is planned for Thursday evening, March 20, at Fulton Playhouse. The committee is anxious to make this affair a success and hopes the members will dispose of as many tickets as possible.

K. P. TYROS CROSS DESERT

Abu Zaid Tamim No. 201, D. O. K., held their spring ceremonial Saturday evening. Twenty-five tyros crossed the hot sands of the desert. Royal Visor Mabrey T. Stallworth and officers were complimented.

The ladies of California Santa No. 5 outdid their previous good record for good eats. Members were present from several eastern temples. Zerim Kappa Temple, under the leadership of Prince Mitchell, came over in a body. Royal Visor Stallworth will take his gang over to Frisco on March 22 for a return visit.

Oakland Lodge No. 193, K. of P., held the weekly convention Thursday evening. After a short session the lodges were given over to the members of Calanthe Temple of Pythian Sisters for their spring dance. On next Thursday evening P. C. Hankenson of Castle Rock Lodge will entertain the members with an article on reconstruction of the order, illustrated with stereopticon slides.

CORPS TO GIVE ST. PATRICK'S SOCIAL

Lyons Corps met Tuesday afternoon, President Andrew Clark presiding.

The corps will hold a St. Patrick social at its hall, Eleventh and Franklin streets, Tuesday afternoon. The public is invited.

Lyons Post will hold its monthly social at Memorial hall (City Hall) Tuesday evening, March 25.

JUNIOR ORDER WILL VISIT S. F.

At the meeting of Custer Council, Junior Order United American Mechanics, last Tuesday night, one application was received, one member reinstated, and one was given the first and

second degrees. Next Tuesday night Custer council will attend a joint meeting of three councils in San Francisco and witness a class initiation for the different councils. The work will be done before the state officers, who will meet in annual state session March 18 and 19. The election of officers will take place for the ensuing term. On Saturday night, March 22, Custer council will give a dancing dance at Wigwam hall for the purpose of raising funds to give the orphan children of Oakland a grand Christmas entertainment next Christmas. Good music will be provided and a most enjoyable time is assured those who attend.

BELGIAN FLAG IS SAVED FROM FOE

Mrs. Keith Klemm; piano solos by Mrs. V. E. Arteson, piano duet by Misses Thelma Dutels and Christine Sanders. After the lodge closed Brother Richmon dimmed the team for the next initiation.

OAKLAND REBEKAH HAS LARGE ATTENDANCE

Oakland Rebekah Lodge No. 16 met last Saturday evening. Noble Grand Inez Gove presiding. The attendance was large. Sister Hanlein, who had

been invited to speak on the ways and means committee by the Rebekahs, reported the need for the relief board

March 28, so that there might be a surplus for the relief board.

Sister Maganigan had reported the week before that the anniversary would be a big affair in the Oakland auditorium and that Mr. Montague of San Francisco would put on some beautiful tables with the Belgian flag which had been captured in the battle the night previous.

As the fighting grew fiercer the sergeant, fearing that he might be killed and that the Belgian flag might fall back again into the hands of the Germans, turned it over to the wife of a railway employee near where the battle was then raging, making her take a solemn vow that at the first opportunity she would send it secretly out of the war zone to his family at Toulouse.

The presumption of the sergeant was not entirely wrong, for he was taken prisoner.

Interned in Germany till the end of the war, he was amongst the last of the French prisoners to be sent home under the terms of the armistice, on arriving finally at Toulouse, he found awaiting him there, the Belgian flag that he had rescued on October 29, 1918.

It was at once returned by him to the Belgian Minister of War.

DISABLED MEN IN COMMERCE LINES

WASHINGTON. March 16.—Honor certificates for war service will be given to parents or other near relatives of University of California men who gave their lives in the cause of democracy. This announcement was recently made by the Emergency Committee of the University.

The committee stated that the certificates shall be issued only to those students who have left the university and who therefore desire to receive the certificate in lieu of a university diploma; and that in the case of students who died in the service, the certificates shall be sent to the parents or nearest relatives.

Only those who served honorably

abroad for six or more months are eligible to receive the certificate.

Los Angeles, March 16.—Aurora, New home of contention between California and Nevada in 1861, and center of mining activity since that time, soon is to join the "ghost cities" of the west, it became known here recently.

Aurora was the first mining camp in

Nevada, according to mining men, and in those were taken from its mines before

Society and Women's Section

Knave

NEWS OF WOMEN AND CHILDREN
WAR WORKERS OF EASTBAY

Oakland Tribune

Sunday, March 16, 1919

Spring's Calling, and the Golfers are Answering with Bold Dashes Over the Links at the Claremont and Sequoyah and the Diablo Country Clubs—Every Day Seeing Neophytes and Adepts Getting Into Shape for the Spring Tournaments That Are on Their Way.

By SUZETTE

SPRING'S calling! The buttercups are lining the roadways and the meadow larks in the trees.

Can't you hear the grass growing on the warm brown hills? And the bluebells singing from the gulches along the way?

No wonder the world's coming to California to play around, where every day is a holiday, and every day a song.

"The heaven of the golfer," say the eastern players who drift West when the snow blocks the game over there. "Every day is a golfing day in your country," say the voluntary exiles in America's Italy. And isn't it near enough to the verities—this enthusiasm for God's country in spring—to let it get by? What matters a few grey days when the skies drip into the fields? Doesn't the blue break through twixt showers? Doesn't the sun light up the clouds in some glad moment of the day?

And so it is that the golfers are abroad in the fields, over in the Diablo country, out on the Sequoyah green, on the Claremont links, and a very merry crowd down at Pebble Beach, where the links follow the sea.

Over at the Diablo Park Club every day finds groups of players working up into form for the tournaments without which no modern spring achieves itself. On Thursday, an interesting group of women motored over from Berkeley for lunch and a tour of the links, putting up what promises to be in a nearby day a man-fashion game. Among them were the Mesdames Raymond Arthur Perry, Charles A. Stacy, Sydney G. Down, Clarence Hervey Terry, A. S. Wickersham, George Rothganger, Abraham Leach, Edward Gordon Garden, Frederick Wolfe, A. F. Merriman and Maury Sims.

The Claremont Country Club will round up its members on Tuesday for a try-out, when the club stars will line up with members of the San Francisco Club—a little family affair that promises to be exciting.

And down at Pebble Beach, where the course rambles all over the open country between the pines and the sea, every day sees groups of intent figures trotting over the place—notable men and women from every corner of the globe. So, too, at the Del Monte links, that still holds its devotees. But the rugged course—and the newer, after the fashion of Americans—is at the moment the favored one. The truth to tell, however, there is a satisfying feel of nature untamed about the new course that grips.

Out at the Sequoyah Country Club, where the poppies are beginning to don their little green caps, every Tuesday is the rendezvous of a group of smart young matrons who lunch together on the sun porch and then go over the course in forthright fashion. And be it said in good faith, some of them put up a very fair game.

But the spring tournament will tell the tale.

After all, of what avail is golf, unless it be to bring men and women who have the "house habit" that John Muir used to talk about, out into God's sunshine?

PLAYS DISSECTED

It has always seemed that Wildwood Gardens, the home of Mrs. Frank C. Havens in the Piedmont hills, should in some measure belong to people-who-care, so great a storehouse is it of beautiful things of the Orient, old and new. Indeed, there are few places in America—if anywhere such a discriminating collection of beautiful things are assembled in the environment of a home set down in beautiful gardens. Indeed, the gardens that embrace canons, knolls, and great sweeps of tree and lawn, overlooking the Golden Gate, are not surpassed, in the west.

And so it has come to pass that Wildwood Gardens will be shared by the people.

The Salon that shall be in the years to come the center of discussion and thought of Central Cal-



A group of enthusiastic golfers from Berkeley who motored to the Mt. Diablo Country Club on Wednesday for luncheon and a tryout with the clubs over the course that was never in nobler shape. From left to right (upper), MRS. CLARENCE HERVEY TERRY, MRS. SYDNEY G. DOWN, MRS. RAYMOND ARTHUR PERRY. Lower, MRS. CHARLES A. STACY and MRS. AUSTIN S. WICKERSHAM.

California has been established and the dedication took place on Friday afternoon, when Professor Samuel B. Hume, director of the Greek theater—the same brilliant Sam of his campus days when he picked dramatic honors without half-trying—talked upon "The Art Theater in America," illuminating his discussion by readings from "Drums of Oude," by Austin Strong; "The Bank Account," by Howard Brock, and "Suppressed Desires," by Elizabeth Glaspell.

When was such a treat offered the Eastbay? Intellectual, without being "high-brow," amusing without being obvious.

After all is said and done, personality is two-thirds of the game. And Professor Hume, possessing that illusive and indefinable quality to the nth degree—and having made a keen selection of plays, the day was a happy baptism for the new Piedmont Saloon.

Assisting Mrs. Frank Havens and Mrs. Walton Norwood Moore—who is directing the course of lectures under the auspices of the Oakland Art Association—were the Mesdames William Griffith Henshaw, Horatio Bonestell, Wickham Havens and the Misses Marion Ransome, Bridge and Emma Farrier.

Next Tuesday Witter Bynner will be the speaker, choosing for his subject "The Return of the Poets to America." He will offer readings from the works of American poets, including excerpts from "Wings." The poet will give two readings, Professor Hume two, and together they will give two. Three of the group

will be given in the evening, when the men—slaves of trade—will be the guests of honor.

The following program remains of the illuminative course of the Art Association lectures in the series:

March 28, afternoon—"The One-Act Play," Mr. Hume, with readings of selected plays: "Poached Eggs and Pearls," by Gertrude Jennings;

"The Price of Coal," by Harold Brighouse; "The Happy Hangman," by Harold Brighouse.

April 4, evening—"The Return of the Poets in Great Britain," Mr. Bynner, with readings from their work.

April 11 evening—Selected plays, Mr. Hume and Mr. Bynner: "The Glittering Gate," by Lord Dunsany; "The Lost Silk Hat," by Lord Dunsany; "Fame and the Foot," by Lord Dunsany; "Fancy Free," by Stanley Haughton.

April 18, evening—"The Importance of Being Earnest," by Oscar Wilde; joint reading by Mr. Hume and Mr. Bynner.

CHARTER DINNER

Charter Day—March 22—holds a very special significance this year.

And at the dinner at the Hotel Oakland that shall terminate the day's doings, the 3700 alumni that entered the service of the nation will

be the toast of the day. That all of the roster cannot make response but deepens the feeling that lies back of the commemorative celebration.

The speakers at the banquet will be Lieutenant Herman Phleger, representing the alumni who served in the navy. Lieutenant Phleger spent

eleven months in the destroyer service in the Irish Sea and British channel, and was in every kind of action. Major Stuart Wilder is coming from Camp Kearny as representative of the alumni who were in the army. Major Wilder's regiment was among the first of the American troops sent to France and he saw extensive service in front-line trenches.

Ralph P. Merritt, formerly food administrator of the state of California, will represent alumni who were in civilian war work. President Benjamin Ide Wheeler will be the other speaker of the evening—President Wheeler's last Charter Day as active president of the university.

The toastmaster of the evening will be Wigginton E. Creed, president of the Alumni Association.

Reservations for tables can be made with the alumni secretary, California Hall, Berkeley. Last year 500 people attended the Charter Day dinner. At the present rate of reservations this number will doubtless be exceeded this year. Consequently no preferential seatings will be guaranteed by the Alumni Association after Wednesday, March 19.

Prominent members of the Alumni Association and their wives are engaging tables and arranging dinner parties. The patrons and patronees of the evening, several of whom will

entertain large parties, include Dr. Bowles, Dr. and Mrs. Herbert C. Duffie, Mr. and Mrs. W. H. Orrick, D. Stephens and Mrs. Stephens, Moffitt, Judge and Mrs. C. W. Slack, Mr. and Mrs. R. M. Fitzgerald, Mr. and Mrs. Stanley Moore, Mr. and Mrs. Oscar Sutro, Mr. and Mrs. Walter A. Starr, Miss Annie Florence Brown, Bentley, Mr. and Mrs. Philip E. Ney Jr., Mr. and Mrs. Duncan Mc-

Bentley, Mr. and Mrs. Herbert C. Duffie, Dr. and Mrs. W. H. Orrick, D. Stephens and Mrs. Stephens, Henry W. Wright, speaker of the assembly, and Mrs. Wright; Senator A. H. Bred and Mrs. Bred, M. Fleischhacker, treasurer of the board of regents, and Mrs. Fleischhacker, Professor W. E. Hocking and Mrs. Hocking, Professor Paul Shorey and Mrs. Shorey, Judge and Mrs. F. M. Angelotti, Miss Cora Jane Flood, Mrs. Sophronia Hooper, Miss Anna M. Alexander, Miss Elsie Drexler, Miss Scripps, President and Mrs. Ray Lyman Wilbur, Dr. Aurelia Henry Reinhardt, Mr. and Mrs. Ralph T. Merritt, Major Stuart Wilder, Her- man Phleger.

It is always interesting to follow the careers of lads who go a-wandering from home into the wide places of the world.

Word has come from Tours relating the interesting fact that Major Cecil Baker, son of the late Mr. and Mrs. Joseph Baker—"Joe" Baker, who occupied so conspicuous a position in the newspaper world as an editorial writer—is at Tours in command of some 20,000 troops making the most of his stay in the south of France, where men of fitness of feeling find a world of interest in their leisure hours.

Before the war, the young officer of the Marine Corps was stationed at Guam for a long period, returning to the states to proceed to the war zone.

Mrs. Edgar Holmes Lyon of Alameda will be hostess at two bridge parties within the week—one set for Thursday, the 22d, and the second for the following Saturday afternoon.

Mrs. Culver is the motif for even so many happy little assemblages of friends since her homecoming.

Miss Hazel Thoms was hostess at a dinner at the Claremont Country Club last night, honoring Miss Gladys Robinson, who leaves next week for a four months' visit in Washington, D. C.

Mr. and Mrs. George E. Mellon are to reside in Piedmont, having given up their home in Sacramento, where they have lived since their marriage a few seasons ago. Mrs. Mellon was Miss Adele Tuttle of Watsonville and a niece of Mrs. Aaron Schloss of Berkeley. The Tuttle family is one of the oldest in the state, having large holdings around Watsonville.

Mr. and Mrs. Mellon gave a dinner Tuesday evening at their new home for Mr. and Mrs. Matthew Manus of San Francisco, Mrs. Catherine McConnell of San Francisco, Mr. and Mrs. John Mellon and Miss Lorena Mellon.

ENGAGEMENT TOLD

A beautifully appointed tea was the medium through which Miss Katherine Whitton, daughter of Mr. and Mrs. Frederick Whitton of Hillcrest road, Claremont, announced her betrothal Tuesday afternoon. The announcement of the engagement of the hostess to Lieutenant Edward von Adelung, U. S. A., son of Dr. and Mrs. Edward von Adelung of Twenty-ninth street, Oakland, was the pleasant surprise afforded the sixty or more guests who called during the afternoon.

The bride-elect, who received her sheskin from Vassar, was assisted in greeting her friends by a number of her sorority sisters and friends of Mrs. Whitton who numbered:

MESDAMES
Walter Scott Gannon Edward von Adelung
W. S. Diwidde Walter Morris Hart
Marion Keran Nancy Burdett
Katherine Bennett Ed Tuttle

The subdebutantes set who assisted in the serving of tea included:

MISSSES
Agnes von Adelung Geraldine Gannon
Helen White

The living rooms were handsomely arranged in fruit blossoms and quantities of other pink bloom, while for the dining room yellow was the color scheme chosen.

Lieutenant Edward von Adelung is completing his course as a medical student at the University of California, and expects to receive his degree at the close of this semester. He has seen sixteen months' service in France as instructor in the aviation camp at Tours. The family of the prospective bridegroom is one of the oldest in the eastbay section. Dr. von Adelung holding the rank of captain in the Army during the war and one of the best known surgeons. He is a nephew of Alexis von Adelung and Professor Walter Morris Hart of the University of California.

No date has been announced for the wedding.

CHURCH WEDDING

St. Mark's Episcopal Church in Berkeley will be the scene of a pretty church wedding Wednesday evening, April 23, when Miss Eva Hind will become the bride of Lieutenant-Commander Francis Edwards, U. S. N., the ceremony to be witnessed by many friends of the couple. Miss Hind is to be married by Rev.

SOCIETY by Suzette

Maud Hind, as maid of honor and the quartet of bridesmaids is to be Miss Isabelle Faye, Miss Helen McNeill, Miss Margaret Hind of Honolulu and Miss Marjorie Edwards. The two small attendants are to be James Hind, Jr., as ring bearer and little Miss Helen Hind as flower maiden.

The reception following the church ceremony at the home of the bride-elect's parents, Mr. and Mrs. James M. Hind of Claremont, will be for relatives and friends.

Miss Belle Stewart is to entertain at a pretty affair this coming week for Miss Hind and several others will be given before the marriage of the popular bride-elect.

Miss Isabelle Faye was hostess at luncheon yesterday at her home in Claremont, for Miss Hind.

LEASE SUMMER HOME

The beautiful country place of the George H. Trysons of Alameda, in the Santa Cruz mountains, has been leased this year by Mr. and Mrs. Thomas Watson Cushing of Vernon Heights, who are to close their home here some time this month and will be away until October. They will be joined at Saratoga by Mr. and Mrs. George W. Baker, Jr.

In compliment to Miss Ruth Kelley, the fiancee of Lieutenant Phillip Gier, U. S. A., a luncheon was given yesterday by the Misses Anita and Helen Ingram.

Mrs. Edgar Holmes Lion will entertain at her Alameda home on March 20, at a bridge tea and on March 22 at a similar affair.

A luncheon was given by Mrs. Burr Eastwood of Piedmont on Wednesday afternoon, one of several such affairs at which she has presided as hostess this winter.

Members of the Cosmos Club were entertained this week by Mrs. A. A. Moore at her home in East Oakland, the usual luncheon preceding the session of bridge.

LEAVES FOR SOUTH

Mrs. R. Clifford Durant left on Wednesday for southern California to join her husband in Los Angeles and will remain in the south until the latter part of this month. Members of one of the smaller bridge clubs were her guests at luncheon Monday at her home in Crocker Highlands. Among those who called were:

PETER R. KEMP William Havens
George Norton Robert Nevins
Percy J. Walker Percy Murdoch
Wm. Thornton White

In compliment to Miss Isabel Bannon, a luncheon and bridge party was given recently by Mrs. Howard Wright. The appointments were in Japanese, the decorations a miniature garden and lake in the center of the prettily appointed table. The guests included the

Alexander Drimsey Florence Wetherby Dorothy Parker
Constance Patterson Genevieve Williams
Isabel Bannon Florence Miller
Madeline Dempsey Doris Decker

MESDAMES

Alexander Drimsey Florence Wetherby Dorothy Parker
John Hawkins Frederick Allen
Frank Davis Edward Hunt
Charles New F. Curtis

In compliment to three classmates of her husband, Captains W. T. Hawkins, John C. Calhoun and Henry Coffey, Mrs. William McCloskey Chapman was a hostess of recent date at the Hotel Oakland. Captain Chapman is at present in Siberia, on the staff of General Gray at Vladivostok, and expects to return to California the latter part of the

week.

The Stewart Hawleys were dinner hosts earlier in the week, later with their guests motoring to the theater.

IN SAN FRANCISCO

It is regretted by a large circle of friends of Mrs. Robert Augustus Bray that she will not return to her home in Piedmont this summer but has leased a home in San Francisco instead. The winter months were enjoyed by Mrs. Bray at the Fairmont, where quite a colony of east-

erners are to leave soon for the east.

Dainty favors and bowls of spring blossoms adorned the luncheon table about which were seated:

MISS DAMESES

Edson P. Adams Hunter Liggett Charles Zook Sutton
Clifton Walker Robert Waybar Clinton Jordan
Arthur Byrd Frank King John McNear
John H. Smith White Walker Lewis Lawrence Lynch
Henry Rosenthal Carrie Nicholson Sally Long Elizabeth Adams
Harriet Penwick

* * *

Upon their return from their honeymoon Lieutenant-Commander Alfred Montgomery and his bride Alice Claire Smith, are being greeted at the Palace hotel where they are staying. They returned in time to attend the wedding of Miss Olivia Pillsbury and Alfred de Ropp. It is possible that the officer will be stationed at Mare Island.

FOR BRIDE-ELECT

One of the most noted brides-elect of the month is Miss Martha Haven, whose marriage to Arthur Barnhisel takes place Tuesday at the Harrison street home of the bride. It is to be a very simply appointed ceremony read by Rev. Francis J. Van Horn of the First Congregational church of this city.

Miss Haven's family has figured prominently in judicial circles, her father being the late Superior Judge J. M. Haven and her brother is Thomas E. Haven of the appellate court.

Both Miss Haven and her fiance are graduates of Stanford University and later Mr. Barnhisel took a post-graduate course at Yale University. The family of the bride-elect is well known in San Jose.

Among those who have entertained for Miss Haven are Miss Mary McClees, Mrs. James Tracy Richards, Mrs. Cary Howard and Miss Grace Bonner. Tuesday afternoon the Misses Henrietta and Ann Brewer entertained at tea for Miss Haven at their home in Kingston avenue.

FROM THE EAST

At the Hotel Claremont are a number of prominent guests from eastern cities. They are Mrs. James Telford Hamilton and her daughter, Miss Vera Hamilton, and son, James Telford Hamilton, Jr., of Pittsburgh, Pa. They have brought their motors with them and will remain in California for the summer.

Mrs. Malvina Bartley, well known writer of Buffalo, N. Y., is a guest at the Claremont for an indefinite stay.

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* * *

Three little maids who will figure prominently in social affairs of future years are little MISS FLORANNA ROMAINE CARYL, the daughter of the Gibson B. Caryls (upper left) of this city; MARY CARDEN, a daughter of the Edward Gordon Cardens of Claremont (to the right) and KATHERINE LOWDEN, daughter of the Kenneth Lowdens.

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John H. Smith White Walker Lewis Lawrence Lynch
Henry Rosenthal Carrie Nicholson Sally Long Elizabeth Adams
Harriet Penwick

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Three little maids who will figure prominently in social affairs of future years are little MISS FLORANNA ROMAINE CARYL, the daughter of the Gibson B. Caryls (upper left) of this city; MARY CARDEN, a daughter of the Edward Gordon Cardens of Claremont (to the right) and KATHERINE LOWDEN, daughter of the Kenneth Lowdens.

Upon their return from their honeymoon Lieutenant-Commander Alfred Montgomery and his bride Alice Claire Smith, are being greeted at the Palace hotel where they are staying. They returned in time to attend the wedding of Miss Olivia Pillsbury and Alfred de Ropp. It is possible that the officer will be stationed at Mare Island.

One of the most noted brides-elect of the month is Miss Martha Haven, whose marriage to Arthur Barnhisel takes place Tuesday at the Harrison street home of the bride. It is to be a very simply appointed ceremony read by Rev. Francis J. Van Horn of the First Congregational church of this city.

Miss Haven's family has figured prominently in judicial circles, her father being the late Superior Judge J. M. Haven and her brother is Thomas E. Haven of the appellate court.

Both Miss Haven and her fiance are graduates of Stanford University and later Mr. Barnhisel took a post-graduate course at Yale University. The family of the bride-elect is well known in San Jose.

Among those who have entertained for Miss Haven are Miss Mary McClees, Mrs. James Tracy Richards, Mrs. Cary Howard and Miss Grace Bonner. Tuesday afternoon the Misses Henrietta and Ann Brewer entertained at tea for Miss Haven at their home in Kingston avenue.

Mrs. Malvina Bartley, well known writer of Buffalo, N. Y., is a guest at the Claremont for an indefinite stay.

In compliment to Miss Isabel Bannon, a luncheon and bridge party was given recently by Mrs. Howard Wright.

The appointments were in Japanese, the decorations a miniature garden and lake in the center of the prettily appointed table. The guests included the

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John Hawkins Frederick Allen
Frank Davis Edward Hunt
Charles New F. Curtis

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The Stewart Hawleys were dinner hosts earlier in the week, later with their guests motoring to the theater.

IN SAN FRANCISCO

It is regretted by a large circle of friends of Mrs. Robert Augustus Bray that she will not return to her home in Piedmont this summer but has leased a home in San Francisco instead. The winter months were enjoyed by Mrs. Bray at the Fairmont, where quite a colony of east-

erners are to leave soon for the east.

Dainty favors and bowls of spring blossoms adorned the luncheon table about which were seated:

MISS DAMESES

Edson P. Adams Hunter Liggett Charles Zook Sutton
Clifton Walker Robert Waybar Clinton Jordan
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Women of Alameda County and Their Work



Oakland school children busily engaged in the manufacture of Red Cross toys which will bear the inscription, "Made in Oakland." From left to right: LEONA BROWNE, MARTHA ALLEN, IRENE KIRCHOF, JAMES BALDWIN, NED RUCKER, GEORGE STUPARICH, LAWRENCE SCAMMON.

By GEORGIA GRAVES BORDWELL.

Whatever the motive power was that kept the school children at their appointed tasks "before the war" is not discussed nowadays, so it is difficult to say—but one thing is certain—and that is that the motive power today—the thing that co-ordinated all the tasks, and in fact, has turned the tasks almost into games, is the Junior Red Cross.

That at least is what you begin to think when you hear Mrs. Sue Pratis, director of war work for the Oakland schools, talk about it; and it is what you are sure of when you visit one of the schools and watch the children at their task-games.

Whether the Junior Red Cross has worked out in the schools of other cities as it has in Oakland is not known, for even Mrs. Harry Klengel, head of the Junior Red Cross for the Pacific division, admits that Oakland developed it in a well-nigh perfect manner.

Red Cross in the schools of Oakland is not something which has imposed extra and heavy tasks upon teacher and children—it is practically just "school."

During the year the entire course of study in Oakland schools has been revolutionized to make way for this new method of learning the same things that the children were required to learn before; now things are running smoothly and Mrs. Pratis states that she hopes Junior Red Cross will remain the motivation of all school work.

The big thing right now being developed by the children is the Red Cross Toy Shop. This shop will materialize shortly before Christmas and will be filled with toys, not "made in Germany"—it should say "not—but plainly marked "Made in Oakland." Every child, from the tiny kindergartners through the grades and high schools, is to have his or her finger in the pie.

In the first place, Victrola boxes—the packing cases are purchased from dealers and are delivered to the schools by the Red Cross truck. These cost fifty cents. The wood is easily sawed and toys of wondrous make are hewn out of these packing boxes. The manual training class no longer makes myriads of tabourettes for mother and pipe racks for father—the house is no longer cluttered up with useless articles made by Johnnie at the manual training class—he's busy and happy using all his ingenuity and imagination making toys good enough to be salable. For if the toys do not have a commercial value, if they are not as good as the toys to be found in regular shops, they will find no place on the shelves of the Red Cross Toy Shop. They will not be thrown away, however, but will find themselves amusing the children at the Baby Hospital—the West Oakland Home—the Ladies' Relief.

It was necessary at the start to have some money with which to finance the project, for fabrics, fine paints, enamels, materials of all kinds are expensive. Oakland chapter of the Red Cross loaned the sum of \$200, and with this money the project was not only started but is going along at a great rate. The children are enthusiastic. The work involves a training in art, for one of the first requirements is that the toys must be good in color and design.

because of the fact that they have adopted these kiddies, you just ought to listen to Oakland children discourse about the allied nations. You'll run and get a geography, yourself to see if any such places are on the map, as the children talk about so familiarly—because of course they write letters to their adopted children, and what history they do not get in books they get from the letters—history that will not be forgotten as the years slip by.

This year the children are contributing to "The Fatherless Children of France," an organization which is supplementing the allotment of the French government, thereby enabling the children to remain with their mothers and enabling both to have nourishing food. The Oakland school children are earning the money they contribute to this organization—or they are abstaining from candy and the movies—in order to save their allowance for this work. It is amazing, the teachers declare, how much the children are contributing toward the reconstruction of France.

The sewing classes are making petticoats and dresses for the destitute children of "Everybody's Land," of Belgium and France. They are making knitted garments for these same children, and so interested have they become in these children that they are not content with just sewing for them—they are adopting them. Last year they adopted many Belgian, Armenian, Syrian, Polish and French orphans. This they did by giving bazaars, entertainments and by personally earning the money with which to pay for keeping together the body and soul of a child. And if you think geography hasn't taken on a new meaning in school

will be governed by what the Red Cross says Europe must have.

* * *

War gardens and food conservation—these, too, are a part of Junior Red Cross. Last year 15,000 children in Oakland were engaged in producing war gardens, and 6000 gardens—despite the shortage of the water supply—were brought to a successful harvest. This year the gardens are well under way, and the home and school garden army is organized under Francis E. Neer, supervisor of agriculture of the Oakland school department. Food conservation and food production—these are the two lessons the war gardens are expected to teach.

Besides raising the food, the children are taught to cook inexpensive, well-balanced meals, according to whatever food program prevails. Thousands of practical recipes are distributed to the homes by the children, so that mother may be just as up-to-date as Mary in her cooking.

Parents are invited to cooking demonstrations in the school kitchens—boys are instructed in the art of camp cooking—and thus they love—and finally definite instruction in dietetics is given, according to the rules that are followed by all Red Cross nurses. See how it all dovetails and all comes back to Junior Red Cross!

A Red Cross film, showing the war garden from start to finish, is being shown now in the schools as part of Red Cross work. This film will be shown all over the United States, and Oakland children are very proud of the fact that most of the pictures were taken right

here in Oakland in their very own

schools (after they have been焚inated).

There the students take them

to pieces, they clean and press and remake into good salable garments which they return to the Red Cross Shop. The educational value to the students cannot be overestimated.

At Vocational High the class in millinery is learning renovation, dyeing and trimming while it makes over the old discarded hats of Oakland, which are sent to the Red Cross Shop.

The money which the Red Cross receives from the sale of these garments goes a long way toward caring for the returning soldiers and their families—and the service that these students give in doing this fine

thing should be written thus, "SER-
VICE!" in letters of gold.

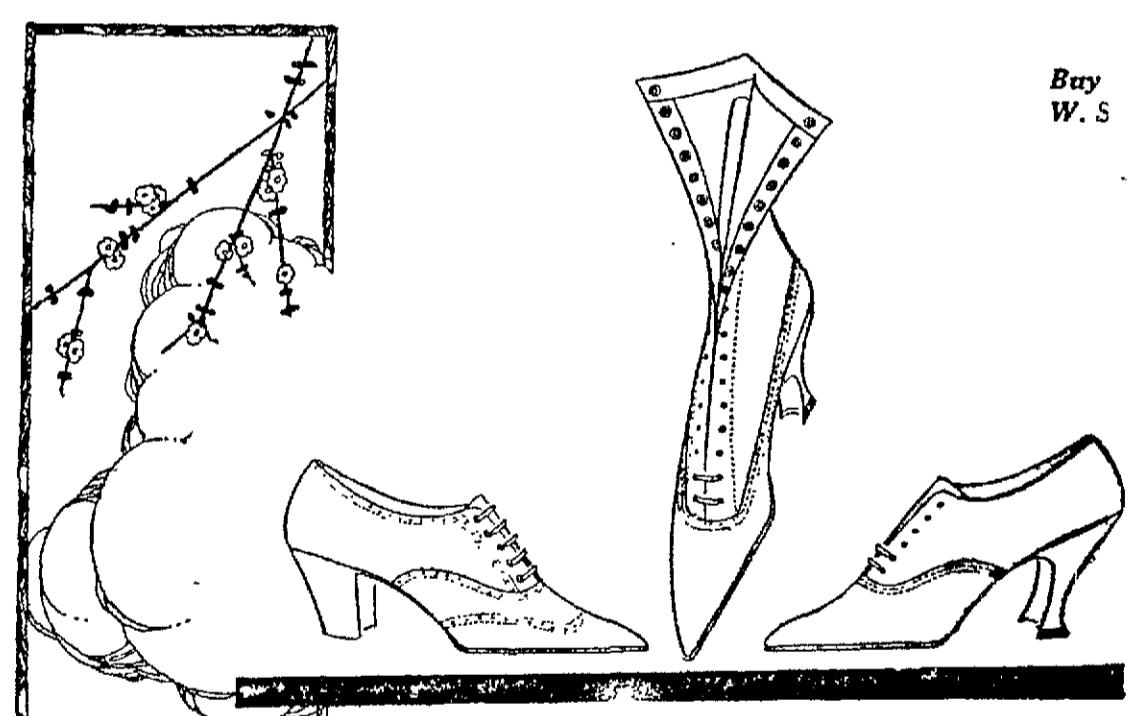
Certain classes in the art department of the schools are learning the practical application of their art as well as if they were having special training at a school of arts and crafts. They make all sorts of ex-

quisite paper knitting bags, painted or stenciled, and when the local stores send in odds and ends of lace, flowers and ribbons, the practical things they make are without number, and are sold at the Red Cross Shop.

The Red Cross Shop has routed the schools. On a certain day the children know that the Red Cross truck will arrive—will take every old scrap of iron or newspaper—

(Continued on Next Page)

Buy
W. S.



The wing-tipped Oxford at the right in gleaming Koko brown is \$9, while similar styles come at \$6.50 to \$10. The high shoe has dignity and charm and a black kid footpart with grey buck top—\$11. Daintiness personified is the Oxford at the left in brown or white kid at \$9 and \$10.



As Springtime Sees Smart Shoes

There is about these new models a charm of individuality and a daintiness that comes with the season. Greys, tans and whites—so equally lovely that one can hardly choose between them. And Fashion has not attempted it. Whichever color one chooses will represent the best taste in footwear for springtime. And there is a model in each color for every purpose and mood for Milady. Come into Rosenthal's and find the shoe that was particularly designed for you.

Rosenthal's

Mail Orders Given
Prompt Attention.

Send for "Shoe Styles of the Hour," our loose-page footwear fashion book. Sent FREE.

TAFT & PENNOYER COMPANY	
Easter Number Pictorial Review Just In.	Mail Orders Filled Promptly Per Parcel Post or Express.
NEW SPRING SUITS <i>A Distinguished Showing</i> \$25 TO \$125	CAPES, COATS, DOLMANS <i>of Style Individuality</i> \$19.75 TO \$97.50
—Tailored and semi-tailored models, box coat and vestee effects, developed in the approved colors and materials for Spring, including serges, gabardines, tricotine, poiret twill and velour.	
SPORT SKIRTS <i>Skirts of Serge in colorful plaids, Baronne Satins, Dev Kist, Fantasi and fancy poplin Skirts in bright spring shades.</i> \$17.50 TO \$49.50	NEW MILLINERY <i>Models of straw, braid and combinations of crepe cleverly trimmed with dainty flowers, fruit effects, fancy feathers and novelty ornaments.</i> \$16.50 \$22.50 \$30.00
SPORT COATS <i>Velveteen and wool jersey sport coats in black and the new spring shades. Just the thing for town, country club or general sport wear.</i> \$25.00 AND \$29.50	

TAFT & PENNOYER COMPANY

DOZEN REDS HAVE ESCAPED DEPORTATION

WASHINGTON, March 15.—The department of labor today directed that twelve of the thirty-one aliens ordered deported be released because the only charge against them was their membership in the W. W. W., and Secretary of Labor Wilson has announced that there will be no deportations merely on account of membership in any organization, it was explained. Investigation of the was explained. Investigation of the deportations of the other radicals.

Nineteen of the twenty-six aliens to be deported as soon as possible were those whose attorneys asked for reviewings of their cases. These were granted, but after the review the commissioner of immigration reaffirmed his original order for deportation.

The other seven to be deported did not ask for a review of their cases and the order for their deportation will be carried out.

American Paper Is Printed in Germany

PHILADELPHIA, March 12.—Copies of the first American newspaper to be printed on German soil were received here by Mrs. Frank Towne from her son, Frank, who is with the American army of occupation. The sheet, which is entitled "The Fourth Corps Flare," is edited by the fourth artillery corps at Mayen.

The paper has all of the usual features of Yankee journalism with the possible exception of the woman's page and advertising. It contains numerous news at the peace conference and other weighty international affairs.

The "Flare" wire service is rendered by the radio of the 32nd field signal battalion, and, according to the editorial statement of the "Flare," its news flashes are published in its columns three days before the same flashes and events are recorded in the Mayen civilian newspapers.

Mrs. Hearst's Ranch in Mexico Is Robbed

JUAREZ, Mex., March 15.—When Martin Lopez's Villa command occupied Pearson, Chihuahua, they seized horses belonging to the Babicora Ranch, owned by Mrs. Phoebe Hearst of Pleasanton, California.

B. S. Fox, manager of the ranch, escaped from the Villa men after being robbed of his clothing and shoes, reaching the house concealed within a blanket. A train of 200 cavalry troops, in command of General Zuera, was preparing to leave here at noon today for Casas Grandes to take the field in pursuit of Lopez's command.

Alaska Home Guards Ask for Machine Gun

CORDOVA, Alaska, March 15.—Cordova's home guards have written a letter to Governor Thomas Riggs Jr., requesting that their organization be supplied with a machine gun. Officers of the guard say the governor may be able to secure a machine gun at one of the army camps in the States.

Does Your Phonograph Play All Records?

Let us equip your machine—Free—with a \$1.50 attachment so it will play the wonderful Pathé records. No needles to change when you use the sapphire ball which plays thousands of times without damage to records.

You will like the rich, beautiful tone of the Pathé records no matter what kind of music you select. We are so sure that you will come back for more of them that we will give you an "All-in-one" attachment, which will permanently equip your machine to play all records without changing the reproducer, if you purchase Pathé records to the amount of \$1.70 and a Pathé sapphire ball at 50c regular price.

Your money cheerfully refunded if you are not satisfied.

Howard E. Brillhart 531 13TH STREET

Nothing New

Influenza is NOT a new disease. It has been treated in China for the last 4000 years. In the famous book, "How to Get Well and Keep Well," which we issued in 1902 we give the correct treatment for this disease.

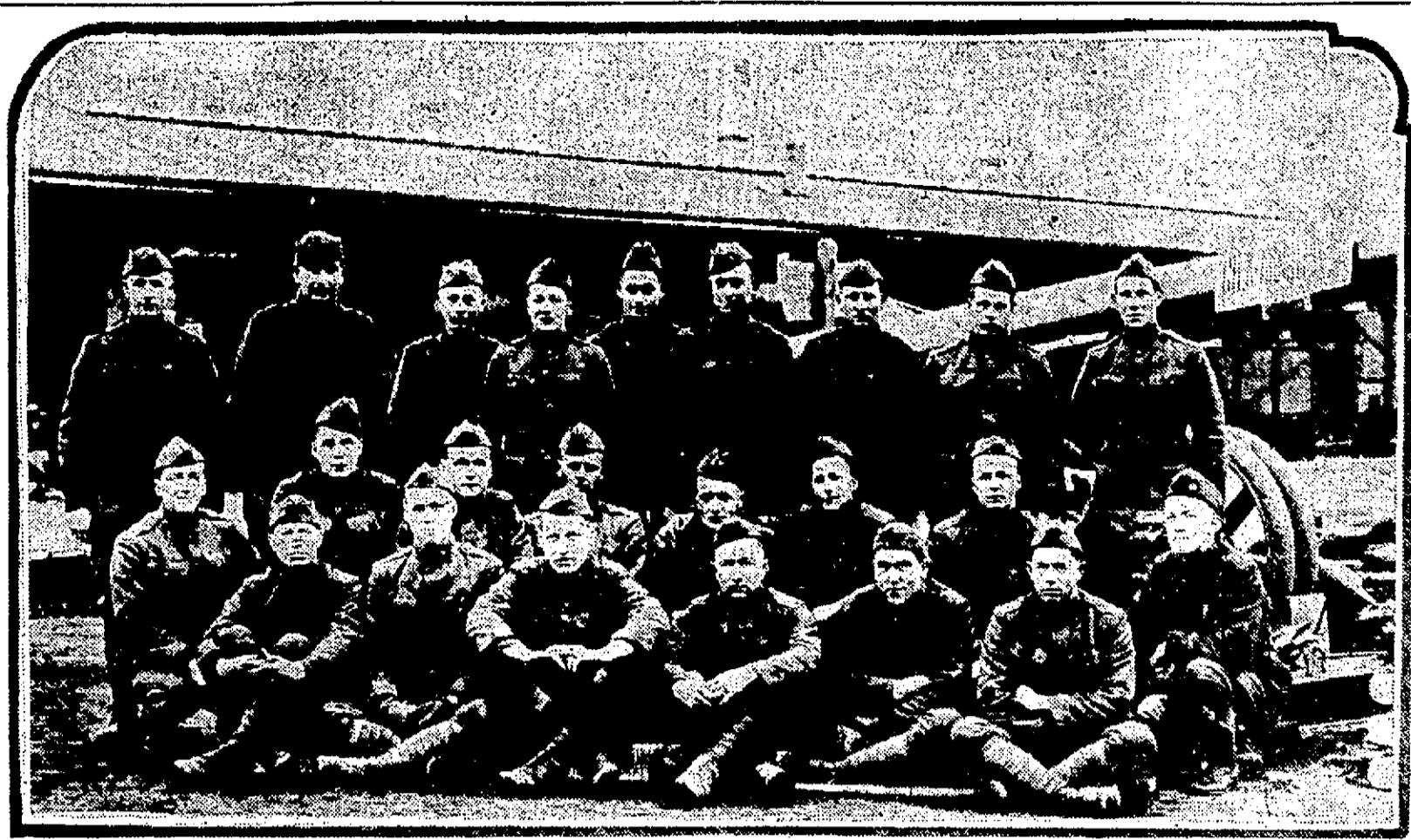
Get a Copy of This Book From Us Free

Whatever your ailment we can help you.

Drs. Foo Wing Herb Co.

3038 Telegraph Avenue,
Phone Oakland 2334,
Oakland, California.

GILA MONSTER, GREATEST GUN IN U. S. RANKS, BREAKS ENEMY DRIVE



Three Oakland boys are in this group of American artillerymen, who served one of the most famous big guns of the war, the Gila Monster, whose muzzle can be observed in the background. The Oakland boys are LEONARD H. TETER, first from the right of the bottom row; EARL W. SMITH, first from right in the middle row, and JESSEC. VAN LOAN, third from the right in middle row.

Oakland Boys in Crew of Weapon Which Kept Enemy on Run Everywhere

The town will show how well she did her duty.

MOVED TO NEW AREA

"As a unit performs its missions, it given harder missions to perform. Our gun has been moved to the Valley near Cherry Chartraine, forcing a gap in the second line of infantry. To those who have seen Death Valley and the continuous rain of shell and gas bombs know that the mere destruction of the place is sufficient, but for the benefit of the uninformed, it might be said that the maneuvering of an eighteen-ton gun, through mud and mud, through machine gun fire, through a valley filled with five kinds of poison gas, bears no resemblance whatever to a Thursday afternoon tea party devoid of mirth when it comes at the end of a thirty-two hour grind of firing."

That the Germans failed is due in a great part to the Gila Monster, before the men who manned the great gun to show their friends that they (or the gun) did. Lieutenant Harry A. Spencer has written a brief and soldierly account of its career. The letter says:

"Hoehr, Germany,
January 29, 1919.

"With the permission and approval of my battery commander, I am sending you, herein, a photo and brief history of the gun which I consider the most remarkable piece of the following events: I am sure you will be ready to admit, is the most noted and praiseworthy gun of its kind (150 m-m G. P. P.) in the American Expeditionary Forces."

MADE BY FRANCE.

"Manufactured and proven at the French shops in Puteaux, late in 1917, the Gila Monster was issued to the third section of the 148th Field Artillery, formerly Colorado National Guard, at Libourne, France, early in the spring of 1918. At this time the G. P. P. gun was merely a French experiment, having been proven at the little French 75, the Long Schneider gun, and the French 150 m-m gun.

"In a few weeks this gun had completed its range tests and was taken into position. At the same time, a company of the 148th Field Artillery (attached to the French army), to take her place in the line of parrots which was to block the Hun in his retreat across France.

"At the position she battled away, blowing up boche munition dumps, tearing up highways and lines of communications, and raising all the general disturbances possible. On the night of July 14, 1918, when the carefully pre-arranged schedule of the war lord denoted that this was to be the start of the biggest and fiercest battle that would reach the whole Allied line, capture Paris, and render the entire world slaves to the Hohenzollern culture.

THE GREAT TEST.

"The arrangements had been carefully completed and accurately made, with every detail of the necessary data pertaining to every gun position on the west side of the line, and the necessary troops and ammunition to carry out their plans. The barrage began at midnight, and for four hours the Gila Monster fired a German 8-inch gun fell around the position of the Gila Monster; a very slight shift in the elevation of any one of the shells would have destroyed the gun and crew, but the gunners held their fire, and the Gila never reached the gun and crew in front of the gun.

"This was the first time that this gun had lain down, rolling in mud, water, mud, and shell holes, and the result of the first attempt that the trap regiment was shifted to Germany, from which position the Gila Monster fired 150 shells at the parrot which opened the place in the barrage that opened the St. Mithel drive.

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ORPHEUM

FULTON

"Tom Walker," as depicted by John B. Hymer, the actor-playwright, and "The Very Idea" are the two big features of a bill presented entirely of laughing successes next week at the Oakland Orpheum. Manager Cornell calls it the "Joy Bill."

William H. Crane and a big company of distinguished players produced it at the Orpheum theater in New Orleans two or three months ago. It is known to be one of the snappiest, funny creations seen in the West.

George M. Cohan's "The Light Cavalry," "The Night Boat," "The Coral Camo," and other vaudeville plays in "Tom Walker," in which he appears personally, he concocted a character, the "Lucky Jack Finn" in his appeal to the risible public.

Now he returns in a new version, "Tom Walker in Dixie Land," acting Tom himself again, as no one else can. Tom himself, with his consummate audacity, and makes of it an uproarious comedy.

George M. Cohan and Ottie Ardine do a thing everything, and do it so that one can't help laughing. Hence their fame.

The Primrose Four's appearance is always the assurance of crowded audiences.

Arthur Wanzer and Mayelle Palmer add to the joy of the Orpheum bill with a skit, "She's Hard to Get Along With."

Everest Novelty Company, the leading troupe of comedians, will appear in "Tom Walker," in a clever aggregation of simian actors in a real circus; Major Rhodes, the street urchin of vaudeville, and his "Wild Chicks"; Bertha D'Aubigney, popular actress, and comedy and comedy and Pathé pictures round out the bill.

Announcement is made that Valeska Suratt will soon appear at the Oakland Orpheum in a spectacular soloation, "The Purple Poppy." Reservations are heavy at the Orpheum and the Broadway offices at Lenhardt's.

War Correspondents Had Thrills

New Experiences in the News Game

By BERT FORD,
Staff Correspondent International News Service.

RAIDS ON AIR RAIDERS.

WITH THE AMERICAN ARMY OCCUPATION OF COELBENZ, Germany (by mistake), the war entered a new phase and gas mask was a journalistic departure. These organs of modern warfare were often far more necessary than pencils or folding typewriters, and the latter still had to be used.

Gas warfare demanded the use of "gasoline bombs" and "mustard muzzles." Enlisted men, officers and correspondents were likely to be held up in the most unexpected places, in trucks or touring cars and, if they had forgotten strapped gas equipment they were apt to be sent back for them.

To deserve, I recall a good one about a British officer of high rank, who was a two-faced soldier or the old school, and as exciting as he was brave, on this occasion a British Tommy found himself trapped in.

THOSE DIRTY SOXES. An officer had forgotten his gas mask and emerged over the first soldiers in mud while hurrying to the front line, where he went daily in the thickest of it. Away to front he encountered a Tommy who had a mask and delivered a lecture on the spot. Said he:

"Such neglect is inconceivable. You should never part with your mask, I dare say a man so careless is equally clumsy adjusting it after it has been removed. You're lucky to have got away with it, but if you're not quick enough and if it envelops you in suffocation, you'll have a sigh or relief."

Personally, I never feared shells as much as gas, having seen many victims of the latter, and when I saw the British and 30th American divisions smash the British in smashing the Hindenburg line.

BAC AREA EXPOSED. In British positions, one battalion of Gas Correspondents and bombardiers who drove them were constantly under shell fire and within range of machine gunners and snipers. Boche aviators also bombed and shelled our troops from the air. Their war was the most dangerous, while the big guns played the bac areas were the most dangerous. Experts estimated that upward of 60 per cent of the casualties occurred from three to eight kilometers back, due to shelling and it enveloped you in suffocation.

No matter where the correspondents went their backs and necks were broken, their hands and heads, because the shells carried them into the fighting zone. When armistice came it was odd to turn the front without these appendages. You tell us that you had forgotten something, but you'll never get another chance, and that they were no longer needed.

Personally, I never feared shells as much as gas, having seen many victims of the latter, and when I saw the British and 30th American divisions smash the British in smashing the Hindenburg line.

PUMPING, PART OF WATER PROBLEM

Will it be cheaper to develop the local water supply to twice its size, or in a six-foot pipe sixty-five miles to pump in river water for Oakland, Berkeley, Alameda and Richmond?

This is the crux of the problem. The Water Commission is now grappling with the commission, composed of city engineers and representatives of the east Bay districts, to determine the best way to develop the local water supply, including the holdings of the East Bay Water Company, with a fine-tooth comb, and will not be able to answer until thorough investigation has resulted in an estimate.

City Manager Charles E. Hewes of Alameda says that a river supply, which he has investigated closely, would mean a piping system at least sixty-five miles long, with proper pumping facilities. No estimate has yet been made as to the probable cost of such a system.

It will be several weeks before the local source investigation is completed, after which the river problem will be taken up, according to City Engineer Perry F. Brown of Oakland.

Now that we have a chance calm to look back at it all, it is surprising that there were not more casualties among correspondents. A French correspondent was instantly killed, receiving a bullet. An American photographer was killed by a shell ten days before the armistice. Another American correspondent was stuck twice in the mud, one time in the mud, the other time in the mud, while he was riding in a truck, while the big guns played the bac areas were the most dangerous.

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BERKELEY RAISES THIRD OF Y QUOTA

BERKELEY, March 15.—With more than \$10,000 already raised, Berkeley is today one-third of the way to its goal of \$30,000 planned for the support of local "Y" institutions.

The remaining \$20,000 workers in the campaign continue to expect to have the balance of the amount by Saturday night, when the drive draws to a close. More than \$4000 was turned in by the fifteen captains at a luncheon held today at the Y. M. C. A. building, while larger returns are expected on Monday and Tuesday.

"It's no longer a question of 'will we go over the top,' but when we will go over," said the chairman of Dr. Clifford Price, campaign manager, at today's luncheon. "The money is here, the people are willing to give, but we need workers to bring in the funds. More workers is the big essential need at the present time and anyone who can give his or her services for any length of time will be welcomed."

L. Devendorf, secretary of the University of California Y. M. C. A. and captain of the district team of College and south of Russell, are leading the teams in a close race for first honors.

Of the \$3000 pledged by the Berkeley factory district more than \$2000 has already been turned in by L. H. Lewis, president of the Berkeley Manufacturers' Association and captain of the west end team. The other team will compete in the expectation both of the members and the leaders in the campaign. As part of the funds raised in the present drive will go toward providing a "Y" secretary to direct recreational activities in the factory districts. Unusual interest is being taken in the drive in that region.

Short addresses expressing satisfaction with the work done by the various teams were made at today's luncheon. "A great movement is on foot to make it so, and I am giving myself to this movement. There isn't a soul who should be excluded."

MRS. H. J. VERRILL DIES IN ST. LOUIS

BERKELEY, March 15.—News of the death of Mrs. Bessie Thaxter Verrill, wife of H. J. Verrill, formerly of Berkeley, which occurred this morning in St. Louis, has reached the former parents, Mr. and Mrs. William Thaxter, of this city.

Mrs. Verrill was employed in the agricultural department of the University of California before her marriage three years ago, since when she has been living in Chicago, going recently to St. Louis. She was 27 years old.

Surviving are her husband, a two-year-old daughter, her parents, Mr. and Mrs. William Thaxter, and two sisters, a brother, Marian, Cora, and Chester Thaxter, all of Berkeley.

Verrill is the son of Mrs. H. J. Verrill, 1315 Walnut street, this city.

The first spinach, which will be brought to the market on Tuesday, is expected to bring between \$20 and \$24 a ton, according to local produce markets.

Presbyterian Ladies Elect Officers

ALAMEDA, March 15.—At the annual meeting of the Presbyterian Ladies' Aid Society the following officers were elected:

President, Mrs. George Bordwell; vice president, Mrs. W. A. Cundall; Mrs. G. T. Morris and Mrs. Anna E. Willey; secretary, Miss Belle C. Patterson; assistant secretary, Mrs. L. C. Paschal; treasurer, Mrs. T. A. Oles; work committee, Mrs. D. M. Eiter, Mrs. Mrs. Barton; Mrs. George F. Hibbert, Mrs. Robert Baird and Mrs. F. McMurrin.

The Red Cross chapter of the Ladies' Aid was made during 1918-1920 garments, as follows:

Thirty-four pillow cases, 9 towels, 20 day sheets, 76 shirts, 84 suits of pajamas, 195 women's underwear, 54 serge dresses, 22 bed jackets, 12 operating sheets.

Special Services in Alameda Churches

ALAMEDA, March 15.—The Rev. George Miller of Miller will give the evening address at the First Methodist church tomorrow night.

A week from tomorrow the First Congregational church will celebrate its fortieth anniversary. Special services

will mark the event.

At the Santa Clara Avenue M. E. church tomorrow night, the pastor will give an illustrated lecture on "The Mass Movement in India." Sixty lantern slides will be shown.

At the First Presbyterian church, next Wednesday evening, the New Era committee and a group of leaders will hold a conference following the family meeting to be held that night. The conference is to plan the church victory campaign for the week of March 23-30.

The delegates and alternates to the Alameda District Federation's annual convention, which is to be held in March, April, will also be chosen at the meeting Monday.

U. C. Charter Day Dinner on Saturday

The annual Charter Day dinner at the alumni of the University of California, will be held on the evening of March 22 at the Hotel Oakland. A number of speakers, prominent in military and civilian activities, will be heard.

PLAN LARGER OFFICES.

RICHMOND, March 15.—Investment of \$750,000, in building a large office structure at Richmond, is said to be planned by the Standard Oil Company. Plans are already drawn, and the new plant, located near the hillside near the present building.

Broken Lenses duplicated at reasonable prices.

A TRIAL WILL CONVINCING YOU You can see clearly far and near with our Ultra Classes.

IRWIN OPTICAL

Second Floor Central Bank Building 1428 Broadway

MISSIONARY ON VISIT.

RICHMOND, March 15.—Miss Ruthie Boulton, who has been for six years in west China as a missionary, arrived in Richmond yesterday after reaching on the Cahu Maru. She is visiting with her brother, Rev. Carl Boulton.

TO USE UNITS.

RICHMOND, March 15.—Plans are being made by the Young Men's Christian Association to use for other purposes the units built for war munitions. A sum of money has been set aside for experimental uses.

PLAN DRIVE FOR FUNDS.

RICHMOND, March 15.—Mrs. Clark Wilson of Richmond has been elected as head of the committee to handle the drive in Contra Costa county. The funds for the W. T. T. C. The money will be used in reconstruction work.

CROWDS ATTEND LOT AUCTION BARGAINS ABOUND IN BIG TENT

TELLS TALE OF WRECK OF STEAMER

ALAMEDA, March 15.—Mrs. James W. Kirk of Dawson Yukon territory, whose husband was drowned in the wreck of the steamship Princess Sophie, is in Alameda, the guest of her relative, Mrs. John W. Heist, of 2247 San Antonio avenue. Mrs. Kirk went to the scene of the wreck and secured the body of her husband. In the arms of the drowned man was clasped the body of a 19-year-old youth. The only way to get the body to civilization and secure burial was to transport it over the snow-covered ice. Mrs. Kirk made the journey to Skagway, taking the body of her husband with her, on skis. With the body strapped to a sled, she traveled over the ice to the Yukon river to the crossing at White Horse Pass with a change of horses every twenty-one miles, and with the weather at 4 degrees below zero.

At White Horse the river was not yet frozen over and the party was taken across in a canoe to a roadhouse where they spent the night. On awakening the following morning they found two feet of water within the house, and they had to be removed with their belongings through a window.

At 4 A. M., Peterson, residing at 1239 Allerton way, got the full benefit of young Socrates' pent-up enthusiasm. Walking along University avenue in front of the "blotter" of the Berkeley police department his name appears in bold letters.

But, unlike the real Socrates of old, this new namesake is neither wise nor wrinkled. He's merely filled with too exuberant joy of youth, which gave vent yesterday to an indiscriminate use of such a variety of language.

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On the way to Skagway, taking the body of her husband with her, on skis. With the body strapped to a sled, she traveled over the ice to the Yukon river to the crossing at White Horse Pass with a change of horses every twenty-one miles, and with the weather at 4 degrees below zero.

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At White Horse the river was not yet

SAN FRANCISCO, March 15.—Dr. Henry Suzallo will not come into an absolutely new environment if he shall become the president of the State University. In June, 1899, now nearly twenty years ago, he was elected principal of the Longfellow grammar school in Alameda. He had just graduated from Stanford and was twenty-four years old. It was considered evidence of unusual qualities that one so young should land so readily in such a considerable position; but when after two years there was a call from his alma mater for his return as an instructor it was realized that tab had been kept on him by those who recognized his early promise. From Stanford he went to Columbia College, first to take up post graduate studies, and then as a member of the faculty, whence he went to Washington State University. Though not bearing a strictly American name, he was born in this country and is known to be a thorough American—which is important. The general understanding of the situation is that a patriotic American is as much desired just now at the head of the State University as one merely up in cruditon.

Return of Dean Barrows

There are more than a few who were prepared to hear that Dr. D. P. Barrows would be selected by the regents as the university head. Barrows is the dean of the faculty and was acting head for the year that Wheeler was in Germany, just before the war. Barrows is a young man comparatively—so young that he passed muster and went into the army when the call came for patriots to lend a hand. It has caused considerable discussion that he was relegated to distant lands, very far removed from the scene of conflict. He was first sent to the Philippines, and then to Siberia, whence he is but now returning. This is connected up with another phase of his activity which may or may not have a bearing. When the Mexican trouble broke out and first-hand knowledge concerning conditions was scarce, he went to that country and made a personal investigation. He traveled through it when it was understood not to be safe for Americans. President Wilson had refused to recognize Huerta, whose enemies had been furnished ammunition from this side the line, and the country was in the direst turmoil. Barrows came back and expressed himself very freely as to the mistake that he considered had been made. His observations are represented to have given offense at Washington. Governor Hiram Johnson was communicated with on the subject, and it is understood that he was urged to discipline Barrows. The President sent an army into Mexico. When it marched out again Barrows was sent to the antipodes. When the United States took a hand in Europe he was still kept way. It is not claimed that these assignments results from Barrows' criticism of the administration's Mexican policy, but everything coming along as it did, the matters are discussed together. There are some to go so far as to say the grouch at Washington may figure in the selection of a head for the university—that Barrows is the logical successor, is familiar with the duties and requirements, and has already filled the position successfully.

Shooting at Burns

The particulars of the attempt to shoot Detective W. J. Burns at the Grand Central station, New York, are rather interesting. Anything about Burns interests San Francisco. The shooting was done by Gertrude Wormworth, a demented young woman, 27 years of age. She gave several versions of her purpose, and admitted that she had laid in wait long hours for the detective. She was also obsessed with a desire to shoot Colonel E. H. R. Green, son of the late Hetty Green, having lain in wait for him at times. An examination as to her mental condition resulted in a conclusion by the medical expert that she was suffering from dementia, superinduced by intensive religious beliefs. It seems that she had been employed by the American Can Company and had been dismissed two years before because of her demented actions, and the Burns agency, having also been employed by the company, suffered that Burns had to do with her discharge. One of her explanations was that she had been advised by angels that detectives were too numerous, and that the foremost of them should be eradicated. She is thus described: "A really beautiful woman stood for hours at the head of the stairs rising from the tracks in the Grand Central and almost under the Hotel Commodore, and patiently waited for Burns to appear. Around her throat was a gray fur stole; her hands were thrust in a gray muff; she stood in shapely wine-colored boots, blending with champaigne-colored hose. Her blonde hair was tucked under a natty hat, and though many perhaps paid notice because of her striking good looks, no one seemed to pay attention to the fact that she had stood at the top of the stairway from 10 in the morning, through the lunch hour till middle afternoon." Detective Burns had never seen the woman and did not know of her existence. He did not know that he had been aimed at, having

pursued his way to his office in the Woolworth building after having given but casual attention to the hubbub. He only learned that he had been the target when reporters, in the amplification of their stories, gave him the news.

The Late F. C. Talbot

Popular report credits the fortune of the late F. C. Talbot with being \$50,000,000. It probably is not that, yet it certainly is of imposing figures. The Pope & Talbot Lumber Company was one of the very earliest on the Coast, and the only pioneer in its line to persist to the present day. Evidently it was well managed and would have enriched all its proprietors and their descendants in the regular business way; but it enjoyed singular windfalls. One of these was at Seattle. The story is that when the site of the city was a forest Pope & Talbot bought the forest and logged it, holding on to the land largely because it couldn't be disposed of. A city began to grow there, which gradually spread until it took in the Pope & Talbot holdings, and the land, from being worthless, became many times more valuable than when it was an unbroken forest. Having been bought by the acre, it was sold by the front foot. The exigencies of the firm's business made necessary water front space in San Francisco harbor, and in days when this could be purchased for a fraction of the price that it is held at now various parcels were acquired, all of which enjoyed the accretions that a growing port brought about. The Pope & Talbot ships were proverbially lucky, and it is such a rich concern that it has always been able to do business at the greatest advantage. F. C. Talbot established a show place in the Alameda county hills about opposite Elmhurst. He spent a fortune in embellishing it, planting olive and other groves, cutting a road through a hill, behind which a house, stables and kennels were built in a snug retreat. The Foot-hill boulevard skirts the place now, but before that was built it was reached by a road turning out from what used to be called the County road, but may now be better known as East Fourteenth street.

Reminiscent of Patti

The announcement of Patti's illness, which considering her years may be expected to have a serious termination, has caused a bark back, a remembrance of her several farewell appearances here, where she was always kindly received. Indeed, she was so well received everywhere that to this willingness of the public to pay roundly to hear her—and latterly more to see her—has been ascribed the reason for the repeated farewell tours. That she had a remarkable hold on music lovers is attested in the fact that her debut occurred in 1859, and her positively last farewell tour of the United States occurred in 1903, though she appeared in Europe up to 1906, rounding out a professional career of forty-seven years. Her last appearance in San Francisco was at the Grand Opera House on Mission street. She sang in concert, and rendered such old timers as "Comin' Through the Rye," "Robin Adair," "Home, Sweet Home," etc. One who was in the audience remembers the rather painful experience of sitting it out, yet also that the utmost respect was given the artist and very generous applause. The particular remembrance is of her attempt to appear arch and girlish in that classic concerning the rye. The Madam was thrice married, the last husband being Baron Cedstrom, who is presumed to survive, but about whom there is nothing said in the accounts of her illness. Patti is enormously rich, having been paid immense sums for her engagements, which she thrifly conserved. Since her absolute retirement in 1906 she has lived at her castle in Wales.

Fisk Visits San Francisco

Farmer Fisk is in town. It was sometime Postmaster Fisk, and in the early days of the great political reformation it was Politician Fisk. It will be remembered that he was cited as a horrible example in those days when the country was being saved. The fact that the state was saved by one party of rescuers and the nation by another worked the discomfiture of Fisk, for his job was coveted. He held out valiantly, but it was of small use. They were very hungry, and he finally had compassion and resigned. Then he went to Los Angeles under contract to manage the immense estate of Lucky Baldwin. That job was but little more comfortable than a postmaster holdover into a Democratic administration, from all accounts, and he resigned it and went down into Imperial valley, where report has it, he wears a hickory shirt and goes in for cantaloupes. Just across the line lies Cantu's domain, and Fisk says that for a real boss of all he surveys, Cantu can give any one in the postal department, not excepting Burleson, cards and spades and beat him out.

Eastern Lack of Veneration

The New York *World* is paying its respects to our junior senator in a way that makes good reading. What it says doesn't get passed around on this Coast, but it indicates Eastern opinion of the senator's severe criticism and persistent "slaying" of our Russian policy. "We went to Archangel with the allies to keep vast military stores out of the hands of the Germans, with whom the Bolshevik leaders were cooperating," says the New York paper. "We have as much

right there as Lenin and Trotsky, for their rule has never been recognized in that province. It is the Reds who are making war now, and all that the heroic Mr. Johnson asks is that there shall be an allied skedaddle. In Civil War days, when the Hiram Johnsons pestered President Lincoln with the contention that he was violating the Constitution by making war upon the South, his answer was "that the South was violating the Constitution more than he." Lack of veneration is one of the painful characteristics that is too often manifest for some of our California representatives in high places.

The Sheriff Fight

The calculation that such an intimate friend as George Gallagher would not complicate the Mayor's chances by running for Sheriff, I am informed, is not as probable as it might be. One of the things pointing that way is the fact that no disavowal of the casual announcement that he would run has been forthcoming. It was quite a big feed at \$3 a head where the announcement was made. Gallagher was there, and so were others to the number, some say, of three hundred, and the occasion must have been for a purpose. As to the danger of the Mayor getting a cross-fire, that is scouted by his friends. Though none are forgetting that Finn will be on hand if there is a fight, and that he is a nimble campaigner. In this connection I hear whispers of "Dick" Wheeler being urged. It doesn't appear whether he is inclined, but his friends are anxious to see him shy his hat in the circle. It is remembered that for the time that he did hold the office he was a very successful sheriff. Certain it is that he would enliven the campaign. It would be hard on the vaudeville houses; for a campaign meeting at which he appeared would be a better show than any in town. There is a kindly feeling everywhere for Richard I.

Quarreling Over the Spoil

It is diverting to observe the internecine strife in the ranks of some who saved the State a few years ago, rescuing it from some others who were running it for less than half the present cost and taking it over themselves as their virtuous reward. Nearly all turned up with very soft billets, and it was rather expected that they would fall out sooner or later. There have been several flare-ups and resignations, though not so many of the latter; but the last ruction is in the Industrial Accident Commission. A. J. Pillsbury not only enjoys a commissionership, but his son, not long out of school, enjoys a refereeship. The commission, of course, enjoys an attorney. But he resigned recently to engage in the practice of law with former Supreme Court Justice Sloss. The attorneyship pays \$300 a month, which isn't at all repulsive. Immediately Commissioner Pillsbury saw an opening for his son which meant an increase in salary of \$1500 a year. The elder Pillsbury was able to line up his colleague French, but his colleague Lissner put up such uproarious objection that the matter hangs; and in view of the recommendation of the Governor's emasculating committee, it may be that the vacancy will not be filled, pending a decision on the recommendation to turn all the State's law business over to a bureau, and wipe out the numerous sinecures.

Hotels All Full

The hotels are literally jammed. There was never such a travel rush. There is such demand for accommodation that managers of some of the larger hosteries have intimated that they may discourage resident guests, where it has always been the rule to encourage them. Two reasons have been suggested for this rush. One is that the inhibition upon tourist travel Europeanward will last for at least another year, and many who have deferred touring with the thought that normal conditions would return immediately the fighting stopped have become tired of waiting and are striking out for the Orient. The other is that California is the only wet state on the Pacific, and tourists stampede for it when they find themselves so far from home and in a humid environment, as they do in Idaho, Washington, Oregon, Nevada and Arizona. Also the residents of these states come here to moisten up. Travel must be brisk when such a great caravanary as the Palace has to turn them away every day, and when those who want any considerable accommodation there have to bespeak it away ahead.

Linnard After the St. Francis

Now here is some news that I am going to take a chance on. D. M. Linnard is negotiating for the lease of the St. Francis Hotel. A couple of years ago I announced that the Palace Hotel Company was going to relinquish the management of the Fairmont. The information appeared to be reliable, and was reasonably verified; but it was indignantly denied when it came out. It seems that while the Palace Hotel Company did renew the lease, it passed the management over to Linnard, and virtually ceased to be the landlord. Two months ago I received advance information that Linnard was negotiating for the Palace. Attempts to verify that met with unequal denial. The next day but one the news that Linnard had taken the Palace over was blazoned in all the papers. Now this news about the St. Francis is from the same source, and I am not going to be touted off. The information

is that negotiations are going forward with a fair prospect of a favorable conclusion. If they are abandoned without a favorable issue the announcement here made will still be reliable, for the negotiations are certainly going on.

Bryan a World Evangel?

Is William Jennings Bryan essaying to make the whole world dry? He is understood to make no disavowal, when it is claimed that he is responsible for the impending dryness in the United States, and I came into information the other day that he has designs on Central America, particularly on Guatemala. There have been notices, or at least intimations, of his visiting that country for the purpose of spreading the gospel of abstinence. The people do not readily understand his status at home, and so are attaching importance to the hunch about his visit. They know in a hazy way that for years he figured in connection with the presidency, and then was the head of the cabinet; and they are inclined to believe that somehow he represents the government now. Hence they are rather respectful. But a prohibition advocate in a Spanish-American country would have about as much chance as the proverbial snowball in the proverbial place. They all drink wine in those countries, and would be so surprised at a proposition to make it unlawful that a propaganda would have to begin at the very beginning and educate them up.

Game Laws

A while back there was a great deal of criticism of the Fish and Game Commission, but there has not been so much of late until the California State Fish, Game and Forest Protective League, in a two-days' session, expressed itself to the effect that the commission ought to be abolished, and the duties which may properly appertain to such authority vested in one official, selected because of his scientific qualifications. This league went deep into the subject. It charges that a thousand dollars a day are being wasted. It will be news to the general public if the total expenditure of the Fish and Game Commission amounts to a thousand dollars a day. Also it has been discovered that the law relating to the shooting of persons under the apprehension that they are deer or other wild game needs overhauling. There is said to be too much leeway for the malignant person to thus dispose of an enemy. It is contended that "accidents" of this kind should have no protection through the game laws. The general idea of the league is that the game laws of the State are topheavy, and that a commission is being maintained with far greater power and at much greater expense than such service rightly demands.

Levelling Hunter's Point

The legislative squabble over levelling Hunter's Point is casually reported in the news, but not understandingly. It is about a bill appropriating \$50,000 to pay a commission to be composed of the Harbor Board, the State Engineer and the surveyor of San Mateo county, to examine and survey the proposed reduction of the promontory which is called Hunter's Point, and dropping the material that would be removed into the bay on either side, reclaiming lots, some of which are thirty feet under water. The argument in favor of such enterprise is that there is no level land in San Francisco adjacent to deep water on which large industrial plants may be established, that being given as the reason why industrial enterprises so universally seek the continental side of the bay for location. Levelling the high place and filling the low place, it is represented, will remedy this situation. It is proposed to form an assessment district embracing some 1700 acres under 800 separate ownerships to meet the expense. Those concerned as property owners, and who are in a way to be assessed, denominate this proposition as another job of the Twin Peaks tunnel character, though rather more on all fours with the notorious Second-street cut job of long ago. It is being particularly urged by the League of Improvement Clubs, and has not been approved by the Chamber of Commerce, though the endorsement of that body has been solicited. Those who are fighting it declare that there is a joker somewhere, though they have not yet to their absolute satisfaction succeeded in locating it. The way the proponents of the measure appeared before the legislative committee with maps, books, witnesses and evidence indicates that thorough and extensive preparation has been made to put the scheme through.

Something About Asparagus

Asparagus is not a strict San Francisco subject, but I came across a lot of first-hand information about this succulent vegetable that interests me, and it may interest the general Knave reader. Few of those who enjoy asparagus at the war price of 5 cents a stalk; or, indeed, few who have pleasanter recollections of pre-war prices, know that its history is traced back 2000 years. There is a whole lot concerning it that is quite interesting, but what mostly concerns Californians is that this State has the most extensive asparagus fields in the world. Yet the first commercial quotations of it in San Francisco appeared in 1875. The market was at first supplied from the Milpitas region. It was not till 1890 that the San Joaquin and Sacramento river deltas were found to be particularly adapted to its growth.

The Seventieth Reunion

Experiences of California pioneers are always interesting, especially of those who reached the State overland, meeting with the dangers and vicissitudes that were involved in the long, tedious journey. One of these companies took the name of Jayhawkers, and started out thirty-nine strong from Galesburg, Ill. Four succumbed to the vicissitudes of the journey. The only woman of the party was Mrs. J. W. Brier, who outgamed the men and brought her family of three children and her husband through intact, settled in Santa Cruz and lived to be 100 years old. It was the custom to have a reunion every year at the Brier residence, some survivors coming from afar to participate. Now there are but two survivors. One of these is J. D. Colton of Eddyville, Neb., and the other is L. D. Stephens of San Jose. The seventieth reunion was held at the Colton farm, Eddyville. Mr. Stephens was unable to be present, but Colton celebrated the reunion alone.



TONIGHT'S MOVIES

EAST TWELFTH STREET.

NORMA TALMADGE, "The Moth," PARK, 7th av.

MELROSE FREMONT 46th ave.-Bond-Alice BRADY, "Her Chance."

ELMHURST CHARLES RAY, "The Law of the North"; news, com, Bijou, 8th av.

BERKELEY U. C. GERALDINE FARRAR, "Shadows"; DOROTHY GISH, "The Hope Chest."

SOUTH BERKELEY SOUTH BERKELEY TOM MIX, "Mr. Long, U. S. A.," comedy; news.

TELEGRAPH AVENUE.

STRAND 3rd-MARY MILES MINSTER, "Wives and Other Wives."

PIEDMONT AVE.

New Piedmont Linda ave. MADAME PETROVA, "Exiled"; MARY ARBUCKLE, "Camping Out."

COLLEGE AVENUE

CHIMES THEATER Shafter ave.

D. W. Griffiths "HEARTS OF THE WORLD"

STRAND THEATER Ashby ave. JOHN BARRYMORE, "On the Quiet."

FRATERNAL

F. & A. M.

DIRECTORY. Live Oak Lodge No. 61, 12th and Washington sts.-Meets 17th, 7:30, third degree. Members welcome.

VERA BUENA LODGE No. 124, F. & A. M. 2nd, 12th and Washington sts. Ex-amination in second degree; THIRD DEGREE.

A. B. COSAD, W. M. Scottish Rite Bodies

Cathedral, 15th and Madison sts., Monday, March 17, 15th, John McEwing, presid-ing.

J. A. HILL, 33rd, Hon. Secy.

AAHIMES TEMPLE

A. A. O. N. M. S. meets third Wednesday of every month at Pacific Bldg., 16th and Jefferson st., Oak-land, Cal. Office open all day. Phone Oakland 262-1884.

GEO. H. SMITH, Recorder.

STATED SESSION

Wednesday, March 19th, 10 a.m., sharp

SPECIALLY DEDICATED

REFRESHMENTS

I. O. O. F.

PORTER LODGE NO. 272, I. O. O. F. meets Monday evening in Porter Hall, 1918 Grove st. Visiting Odd Fellows cordially invited to our meetings. March 17, regular business meeting.

GEO. C. HAZELTON, Rec. Sec.

I.O.O.F. TEMPLE

IITH-FRANKLIN-I. O. O. F. LODGES

OAKLAND LODGE NO. 318-Tuesday,

FGUNTAIN LODGE NO. 401-Wednesday's

UNIVERSITY LODGE NO. 144-Friday,

GOLDEN RULE ENCAMPTMENT NO. 34-2nd and 4th Friday.

OAKLAND REBEKAH LODGE NO. 16 Saturday.

KNIGHTS OF PYTHIAS

OAKLAND LODGE NO. 103 meets Thursday, March 20, KNIGHT RANK, Castle, 12th and Alice sts.

CARL E. MACKIE, C. C. JAS. DENNISON, K. of R. & S.

PARAMOUNT LODGE NO. 17 meets Wednesday, March 20, KNIGHT RANK, Castle, 12th and Alice sts.

FRANK R. BURCH, C. S. JAMES B. DUNHAM, K. of R. & S.

LANDESSE LODGE, 142, K of P., meets Wednesday, March 19, 12th and Alice sts. Visiting brothers cordially invited. Pythian Castle, 12th and Alice sts.

A. F. CARNEY, C. C. CARL F. WOOD, K. of R. & S.

ABU ZAID TEMPLE No. 201 D. O. K. K.

Events for the week:

The Knights of Pythias, Calan-

the-Aspy, Friday, visit

Richmond Lodge No. 13, banqueting, Saturday, ceremonial at Sac-

ramento.

Pacific Building 16th and Jefferson

OKLD. CAMP, NO. 94 W.W.O., Mon. 8 p.m.

NATIONAL UNION ASSURANCE SOCIETY, 1st and 2d FFL, Mrs. B. L. FUREY, Fin. Secy, 1330 Broadway.

Argonaut Tent No. 33 of the Maccabees, Tubs, 8 p.m. J. M. Van Every, R. K. Oakland 859.

Argonaut 59, each Wed. 8 p.m. Carrie F. Arnold, R. E. Oak 5140.

Oakland Review No. 14, Tues. eve. 8 p.m. Mary J. Curran, R. E. Pied. 5341 W.

Oak. Circle 266, N.O.W.-Monday, 8 p.m. All Welcome. C. Faro, Clerk, Oak. 8311.

MODERN WOODMEN

OAKLAND CAMP NO. 7226 meets in Fraternal Hall, 11th and Old Fellow's Bldg., 11th and Thurman st., Fri. evenings, 8 o'clock sharp. JOHN H. EUSTICE, V. C. JAMES TAYLOR, Past com. W. L. PORTER, Clerk, 5:30-6:30 p.m. at Baker, 15th and Broadway.

Royal Neighbors of America

OAKLAND CAMP NO. 5179 meets 1st and 3rd Friday, 3 p.m., I. O. O. F. Temple, 11th, at Franklin, Oracle, West, Nef, Lakeside, 11th and Alice sts. Mrs. Florence Wright, 25th, meets, Piedmont 3305; physician, Dr. Lucy R. Kilgore, Dr. William R. Reed, Lulu Case, Dist Sup. 1533 Piedmont st., Berkeley.

PACIFIC CAMP NO. 2311 meets 2nd and 4th Friday, 3 p.m., I. O. O. F. Temple, 11th, at Franklin, Oracle, West, Nef, Lakeside, 11th and Alice sts. Mrs. Florence Wright, 25th, meets, Piedmont 3305; physician, Dr. Lucy R. Kilgore, Dr. William R. Reed, Lulu Case, Dist Sup. 1533 Piedmont st., Berkeley.

TONIGHT'S CAMPING

WHY NOT BUILD?

Bungalows, flats, apartments are in demand. Make your vacant lot pay. Money furnished. Photo, we call, no expense to you. CAMP Builders Co. 444-454 Bank of Italy Bldg., Oak. 5618.

JOSEPH H. McCOURT

CAMP NO. 13, U. S. W. V. Camps, 16th and 17th, 10th and 11th, Native Sons Hall, 16th and 17th, Alameda, near Center, Berkeley. H. Barclay, com-mander. A. P. Hammon-

NOTARY PUBLIC
NOTARY PUBLIC Y. D. Stuart, Tribune of the 13th and Franklin. Money to be loaned at 5% interest. Lakeside 560, evening, Piedmont 5387.PALENT ATTORNEYS
DEWEY, STRONG & TOWNSON, 310-312 Crocker Bldg., Market and Post sts., opp. Palace Hotel; phone Kearny 4455; S. F.PATENTS, TRADEMARKS
WHITE AND FROST
Oakland, 713 Union Savings Bank Bldg., San Francisco, 423-426 Crocker Bldg., W. A. STOCK, reg. pat. atty. and graduate mech. engineer, 16 yrs. exper., prompt service. 200 S. Syndicate Bldg.ATTORNEYS-AT-LAW
CONTRACTS, collections, property set-tlement, estates, etc. General law practice, 15 yrs. exper., 10 yrs. free. D. L. GILMAN, 216 Bank of Italy Bldg., 11th and Broadway. Phone 1430.DRESSMAKING AND MILLINERY
A VISITING MODISTE-Mrs. Carter, \$2 per day. Phone Pied. 2332.

DRESSMAKING and remodeling. Mrs. Crawford, 1544 Franklin st. Lk. 4263.

E. D. M. School Dressmaking, Designing; teaches all the latest PRINCI-PLES. 1581 Franklin st. Oak 2983.

FIRST-CLASS dressmaker would like engagements by day. Tel. Oak 5114.

EDUCATIONAL
BECOME an expert stenographer in 3 months. A WEEK'S FREE TRIAL. LEARNING TO MUSIC, simplest, best, most efficient.

RELL SYSTEM OF SHORTHAND SCHOOL 1741 FRANKLIN ST.

Four Hours a Day
on Burroughs, is our MUIR'S service. 1440 Broadway.LA POSEE
DETECTIVE SERVICE
Lake, 2063; night, Pied. 2423W. 251-262 Bacon Bldg.-Male-female operator.GARLAND PHYSICIANS
DR. JOS. ARDENYI
Special attention to women patients. PHYSICIAN AND SURGEON. 82 BACON BLDG., OAKLAND.PHYSICIANS
DR. GEO. HIRZU
Special attention to women patients. Oakland Aerio. No 7 meets Monday night, 10 p.m. 1027 Broadway, room 5.DR. SING,
HERB SPECIALIST
491 10th ST., OAKLAND.
Save your health, money and time. Cholera herbs for every ill.DR. WONG HIM HERB CO
RELIABLE HERB SPECIALIST, OAK LAND 1701 WEBSTER ST.; PHONE LAKEWOOD 425.Osteopathic Physician
310 Acheson bldg., Berk. Chronic and nervous diseases a specialty.MATERNITY
GROVE ST. HOSPITAL cor. 37th Maternities preferred; twilight sleep if desired; physician. Pied. 4828.

INEZ KASSON, Santarium spec. at-tention given maternity case. M 4173.

MRS. MARY ADAM, graduate midwife, registered. 316 High st. Pied. 522W.

MEDICAL MASSAGE
ELEC. cabinet baths, massage, electric treatments. 180 St. Paul's office 215, S.F. Piedmont 710.FREE
With each Swedish body massage, one special treatment or manicure; exper-enced: residence work only. Oak 4312, M. Nygaard.

THEATRE-ROCKET magnetized matress, nurse attendant. 3207 Telep. 4525.

TREATMENTS given to ladies by grad-uate masseuse. Phone Berkeley 5010.

THE MACCABEES
OAKLAND TENT NO. 17 meets at Truth Hall, 10, 11th and Franklin, 11th and Franklins, 11th and 12th. 10th and 11th. 12th and 13th. 13th and 14th. 14th and 15th. 15th and 16th. 16th and 17th. 17th and 18th. 18th and 19th. 19th and 20th. 20th and 21st. 21st and 22nd. 22nd and 23rd. 23rd and 24th. 24th and 25th. 25th and 26th. 26th and 27th. 27th and 28th. 28th and 29th. 29th and 30th. 30th and 31st. 31st and 32nd. 32nd and 33rd. 33rd and 34th. 34th and 35th. 35th and 36th. 36th and 37th. 37th and 38th. 38th and 39th. 39th and 40th. 40th and 41st. 41st and 42nd. 42nd and 43rd. 43rd and 44th. 44th and 45th. 45th and 46th. 46th and 47th. 47th and 48th. 48th and 49th. 49th and 50th. 50th and 51st. 51st and 52nd. 52nd and 53rd. 53rd and 54th. 54th and 55th. 55th and 56th. 56th and 57th. 57th and 58th. 58th and 59th. 59th and 60th. 60th and 61st. 61st and 62nd. 62nd and 63rd. 63rd and 64th. 64th and 65th. 65th and 66th. 66th and 67th. 67th and 68th. 68th and 69th. 69th and 70th. 70th and 71st. 71st and 72nd. 72nd and 73rd. 73rd and 74th. 74th and 75th. 75th and 76th. 76th and 77th. 77th and 78th. 78th and 79th. 79th and 80th. 80th and 81st. 81st and 82nd. 82nd and 83rd. 83rd and 84th. 84th and 85th. 85th and 86th. 86th and 87th. 87th and 88th. 88th and 89th. 89th and 90th. 90th and 91st. 91st and 92nd. 92nd and 93rd. 93rd and 94th. 94th and 95th. 95th and 96th. 96th and 97th. 97th and 98th. 98th and 99th. 99th and 100th. 100th and 101st. 101st and 102nd. 102nd and 103rd. 103rd and 104th. 104th and 105th. 105th and 106th. 106th and 107th. 107th and 108th. 108th and 109th. 109th and 110th. 110th and 111th. 111th and 112th. 112th and 113th. 113th and 114th. 114th and 115th. 115th and 116th. 116th and 117th. 117th and 118th. 118th and 119th. 119th and 120th. 120th and 121st. 121st and 122nd. 122nd and 123rd. 123rd and 124th. 124th and 125th. 125th and 126th. 126th and 127th. 127th and 128th. 128th and 129th. 129th and 130th. 130th and 131st. 131st and 132nd. 132nd and 133rd. 133rd and 134th. 134th and 135th. 135th and 136th. 136th and 137th. 137th and 138th. 138th and 139th. 139th and 140th. 140th and 141st. 141st and 142nd. 142nd and 143rd. 143rd and 144th. 144th and 145th. 145th and 146th. 146th and 147th. 147th and 148th. 148th and 149th. 149th and 150th. 150th and 151st. 151st and 152nd. 152nd and 153rd. 153rd and 154th. 154th and 155th. 155th and 156th. 156th and 157th. 157th and 158th. 158th and 159th. 159th and 160th. 160th and 161st. 161st and 162nd. 162nd and 163rd. 163rd and 164th. 164th and 165th. 165th and 166th. 166th and 167th. 167th and 168th. 168th and 169th. 169th and 170th. 170th and 171st. 171st and 172nd. 172nd and 173rd. 173rd and 174th. 174th and 175th. 175th and 176th. 176th and 177th. 177th and 178th. 178th and 179th. 179th and 180th. 180th and 181st. 181st and 182nd. 182nd and 183rd. 183rd and 184th. 184th and 185th. 185th and 186th. 186th and 187th. 187th and 188th. 188th and 189th. 189th and 190th. 190th and 191st. 191st and 192nd. 192nd and 193rd. 193rd and 194th. 194th and 195th. 195th and 196th. 196th and 197th. 197th and 198th. 198th and 199th. 199th and 200th. 200th and 201st. 201st and 202nd. 202nd and 203rd. 203rd and 204th. 204th and 205th. 205th and 206th. 206th and 207th. 207th and 208th. 208th and 209th. 209th and 210th. 210th and 211st. 211st and 212nd. 212nd and 213rd. 213

HELP WANTED—FEMALE

Continued

ELDERLY lady wanted for light house and care of 3-year-old boy. Apply Sunday afternoon only. \$45. 56th Ave.

EXPERIENCED cateress and appren-

tee. \$10. Afternoon at 10th and

12th. Address wanted

for service.

EXPERIENCED teacher with refs. Apply Rosenthal's Grocery, 119 Washington.

GIRLS wanted in manufacturing plant;

no experience necessary; good oppor-

tunities for advancement. Apply

EMMIS BRO. RAG CO., Sammons and

Valjeo, S. F.

GIRL for cooking and general house-

hold work. Call 10th and 12th, call box,

10-12, Oakland 1827; 149 Grand ave.,

near Webster.

GIRL to assist with children and do

upstairs work. 515 Park Way, cor. of

Monte Ave., Piedmont; ph. Pied-

mont 244.

GIRL wanted to run laundry machine.

Piedmont 10th and 12th, call 1205.

Markle, S. F. Oakland.

GIRL to run errands and help in dental

laboratory. 411 Thomson Blvd.

GOOD Japanese maid for cooking and

housework. Phone Lakeside 4129.

GIRL to help dressmaker; must be good

sawer. 155 Athol ave.

GIRL for general housework; good cook.

wakes \$45. Berk 5522.

HAVE good place for educated, re-

fined woman who knows something of

mental healing or psychology. Part

or all of the time. \$100 per day to

right. Call 5058. Tribune.

JOICE-CLASS young woman to sell

candy to cigar and drug stores. Call

Saturday or Monday. Pied 5207.

HARVEST WANTED—Hoffman

488 13th street.

IT PAYS to look up the best places.

Not an office for charity help. Mrs. Brown's Argy, 154 Franklin L. 829.

LANDSCAPE GARDENER—Give your

work to exp. Amer. Pied 5232.

Willard Smith, 3182 Piedmont av.

LADY TO wash dishes evenings in pri-

ate home and home private.

Berkeley 7137.

MIDDLE-AGED woman to care for

semi-invalid; do little work and cook-

ing; about \$15 month. Merritt 1377.

MOTHER'S helper; girl 5 and baby;

good home, wages. Piedmont 5159-5.

OFFICE GIRL keenly interested in her

work; 2 years 1 place; Al ref. Phone

Lakeside 1293.

SCHOOL GIRL given good home in

family of two for light services. Pied.

5405.

REFINED cheerful woman for com-

panion and light housework; 2 in

family; ref. Box 1668. Berk. Berk

REFINED person to assist in small

apt.; go home nights. Piedmont

3328-W.

RELIABLE woman to work in exchange

for apt. ph. Piedmont 5673.

SALESWOMAN—Sell out stops to

own name. Mr. Eldridge, Konrad

Gobel's exhibit, Auto Show.

THE HEAD OF STICKS' Club will

meet Wed. ev. March 19, at I.O.O.F.

Temple, 11th and Franklin.

SALESLADY with some experience as

bookkeeper. 512 13th st.

UNHAPPY GIRLS will find a woman

friend to advise and help them at

Hockhurst Center, 130 McAllister at

S. F. 4th. Call 2 to 6 p. m. Phone

Part 5937.

Wanted

By a large corporation, ex-

perienced cashier and steno-

grapher; must give best of re-

ferences, also age and last em-

ployment; give phone number.

Box 5704. Tribune.

WANTED—Women to prepare for tele-

graph service, great demand for

operators; day, night session. Call or

write Telegraph Dept., 213 Bacon

bldg. bldg. 5200.

WANTED—Locally recommended num-

ber for general housework and

sewing and upstairs work; must be

of even disposition; strong, and in

perfect health. 40. Berk. 7379-W.

WOMAN who understands care of ba-

bies to take charge of my home in

country; wage fair. Address Geo. W. Wilson, Oakley, Calif.

WANTED bright, capable ladies to

travel, demonstrate and sell; \$75

to \$100 per week, railroad fare paid.

Write to General Merchandise Co.,

Oaks, 15th, Omaha, Neb.

WANTED—Young woman trained

along literary and artistic lines for

special work 5 hours daily. Address

for interview. Apartment. Ref. 5724.

WANTED—Girl for housework and

general family; good home.

10-12 Los Angeles ave., Berkeley.

Berk. 5520.

WANTED—Neat, trustworthy girl, light

housework and plain cooking; good

home to right party; family 2 adults.

Northgate, Berkeley 6584.

WANTED—DIE-PIQUE MAKERS AT

ONCE A STEAM WORK. APPLY

NAME TO COVE, E. 11th

ST. LOS ANGELES, CAL.

WANTED—Exper. military makers.

Apply immediately. Maryland's Mill-

inery, 511 13th st. Oakland.

WANTED—Stenographer with some ex-

perience in real estate office. \$12

per week to start. Box 3220. TRIB.

WANTED—A bookkeeper that would

work extra hours in day, earn to

extra \$100 a year. Box 3220. Tribune.

WANTED—First class jacket and

skirt hand. S. N. Wood & Co., 14th

and Washington sts.

WANTED—A first-class Japanese girl

for cooking and housework; small fam-

ily. Phone 1413.

WANTED—2 ex. lady dressers Apps.

American Dress Works, 520 Chestnut st.

WOMAN to cook dinner for 2 adults.

FOUNDER, general assistant in

doctor's office; must use typewriter.

state age, education and salary wanted

to start; also give phone number. Box

4522. Tribune.

YOUNG girl to learn multigraphing.

Up to date; good general dictation.

Good references; reasonable. Box 5761. Tribune.

\$16 PER DAY paid 1 lady in each

town to distribute free circulars for

concentrated flavoring in tubes; per-

manent position. F. E. Barr Co.,

Chicago.

EMPLOYMENT AGENCIES.

Reliable Oriental help. 753

5th st. ph. Oakland 6127.

Jap-Chinese Emp. Oak. 5522

And house-cleaning. 419 10th st.

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"AMERICA'S WAR FOR HUMAN

RHTY" complete history world's war

\$100 per copy; with 100 magni-

cated pictures; retails \$2; costs you \$1;

send agent's name over to us; we'll

order filled promptly; credit if de-

sired; freight paid. Also "LIFE OF

ROOSEVELT," same terms; both

now in stock. Geo. Clegg Co.,

Close Co., Philadelphia, Pa. or Los

Angeles, Cal. Address nearest of

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AGENTS—Newest invention "ink-

spoon" makes every pen a fountain

pen. Inexpensive. In demand

everywhere. Most profit; exclusive

territory offered; sample free. H.

Maui Co. 23

HOUSES TO LET—UNFURNISHED

Continued

IMMEDIATE possession, four-room cottage; large store room; garage, half block Carlisle, Park Oakland, \$175.00. E. C. Jeffreys, Thomson bldg. Phone Oakland 2166. Frutvalds 2468.

MODERN 5-room unfurnished cottage 1224 E. 23d st.

HOUSES FOR RENT

1. 6-room flat, newly finished, modern; 2 blocks from S. P. local; \$20.

1. 5-room cottage, lot 50x50'; lots of 100x100'; \$25 per month.

1. 2-room house, large lot; \$14.

1. 5-room cottage; \$16.

4333 E. 14th St.

BRITTY REALTY CO.

NEARLY new 7-room mod. house, 2 sleeping porches, mod. floor, up stairs, built-in cupboards, large garage; will lease to reliable family of adults. Ph. Owner, Elmhurst 665.

TO LET—in San Leandro, two recently completed cement bungalows close to car line. See San Leandro Realty Co., Box 100, San Leandro 104.

9-COMM house, near car, cable car line; electric light, gas, bath, laundry; large lot; chicken house, barn, family garden; some fruit and flowers; possession April 1. Phone Berkely 8882.

1-N ROOM cottages with s/p. pch.; Haskel 212 E. 12th st. 100x100'; \$12.

2-N ROOM modern house, 100x100'; \$12.

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AUTO MART

ASK THE MAN IN THE WHITE HAT
1918 National, series V2, 7-pass., with extra speedster body..... \$350
1918 Saxon 6, new top and paint..... \$50
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1918 Studebaker, 6-pass., standard..... \$300
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1918 Haynes, lights and starter..... \$25
1918 Maxwell touring, 6-pass., new top..... \$25
Studebaker roadster, 6-cyl., less 18..... \$50
1918 Chevrolet 40, repainted..... \$75
1917 Ford touring..... \$60
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1918 Chevrolet, 6-pass., good tires..... \$30
1917 Maxwell, new top and paint..... \$25
1918 Oakland, new top and paint..... \$75
1914 Overland, model 789..... \$15
1918 Maxwell, 6-cyl., 7-pass., new top..... \$75
1918 Jaffee, sedan, A-1, new top..... \$900
1916 Stutz seat covers, special top 1800..... \$10
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1918 Overland, special Cloverleaf body..... \$25
WE BUY FOR CASH AND SELL ON TERMS.
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A 5-PASS. Chevrolet, fine mechanical shape, \$25; small Studebaker, new, completely overhauled, cheap; 1917 Ford, \$350; 1917 Overland model 83, and many fine barnards; 1917 Buick six Roadster, 1918 Maxwell, well. \$347. E. 14th st., 1918 Maxwell, special Cloverleaf body.

A 1918 FORD roadster, 6-cyl., fine mechanical condition, perfect; good tires, speedometer, dry cells, tire rack, signal lights, shift chains, runs less 10,000 miles, \$350; 1918 Maxwell, \$350. Can be seen at 470 20th st.

A 1918 FORD roadster, with extras, perfect motor and a big bargain; cash or terms. \$50. Golden Gate ave., S.F.

BARGAINS

1914 JORDAN..... \$100
1916 OLDS..... \$95
1915 BUICK ROADSTER..... \$150
1917 GRANT SIX..... \$150
1915 CHEVROLET..... \$100
1915 STUDEBAKER..... \$375
1913 NATIONAL TRUCK..... \$300
AND 10 OTHERS.

West Coast Auto Co.

2833 OAKLAND 947.

BUCIC 1916 "6" touring, late model, top, good tires, mechanically perfect, \$100. K. K. will dispose of at once. See at 348 Golden Gate Ave., S.F.

BABY BUICK, Al cond.; bargain for cash. 719 32d st.

BEAUTIFUL Chandler 4 pass., rds., spec. top, good tires; bargain. Owner, 673 23d, Oak. cheap.

BEST cash offer taken my Liggin Light six; Al cond. Ph. Berkeley 2833 W.

1917 Harper 6c.

BUCIC six roadster, 17, excellent shape; act quick, terms. 285 12th st.

CADILLAC 8, 7-pass., new top, plate, glass, new, good tires; good paint, good as new, cash or terms; will accept smaller car as part payment. Car can be seen at Grand Garage, 176 Grand ave., Tel. Lake, 4603.

CHANDLER 4-pass. roadster; mechanical condition perfect; all good tires, good paint, top, plate glass; a good conservative buy. Box 6068, Tribune.

COLUMBUS electric, in perfect cond., with rectifier, owner going east, a bargain. Berkeley 1563J.

CHEVROLET roadster, 1918, run 3800 miles, like new; terms can be arranged. Box 4911 Tribune.

CUTDOWN Maxwell roadster, good or bad, cash or bonds, \$650. Miles Ave., Apt. 9.

CHEVROLET Baby Grand, 1918 model in good mechanical condition. Box 4521 Tribune.

CLASSY 1918 light six touring, trade for 4 cylinder car and cash difference. Alameda 2675-J, Box 2556, Tribune.

CHANDLER touring car, fine condition. Apply 2830 11th ave., E.

CHEVROLET touring, '16, new tires, excellent shape; terms 255 12th st.

CHEVROLET 49; almost new; sell on account of death 421 1st av., S. Leavenworth.

DON LEE USED CARS

1917 Cadillac 7 pass. touring, overhauled, repainted, re-topped, guaranteed.

1916 Cadillac 7 pass. touring, overhauled, repainted, re-topped, new seats, new paint, good tires; good condition.

1916 Dodge roadster slightly used.

1918 Haynes, 7 pass. touring, run only 5700 miles.

1918 Oldsmobile coupe, 6 cyl., run only 3500 miles.

1917 Maxwell roadster, good condition.

1917 Chalmers.

1918 Franklin.

1918 Franklin Sedan, first class condition.

1918 Stevens Knight coupe 8 cyl., overhauled, repainted.

2365 Broadway, Oakland, Ph. Oak. 588.

DON'T SELL YOUR CAR TILL YOU SEE ME. I pay cash and want several late model cars to ship. Call Oakland 5123.

ELECTRIC CARS

We are offering several late model Beach & Lang and Detroit Electric, painted in the latest color schemes; thoroughly overhauled and retrimmed.

EACH CAR AND ITS BATTERY COVERED WITH A WRITTEN GUARANTEE.

ELECTRIC VEHICLE EXCHANGE

PHONE OAK. 391, 2659 BROADWAY,

OAKLAND.

ELDERLY PARTY GOING EAST WILL SACRIFICE PICTURE OF CAR. 1912 MODEL, 6-PASSENGER, 18 HORSE-POWER, 6-CYLINDER. NEW SILVERTONE CORN TIRE. HAS BEEN ON OWN SINCE SMALL MILEAGE. OWNED BY WILLIAM T. TEE. A-1 CONDITION. PRICE \$1300. EASY TERMS IF DESIRED; INVESTIGATION INVITED. BOX 305.

FRAKIN-FOUR PASSENGER MUST SELL AS ONCE. LATE MODEL, IN FINE CONDITION. OWNER WANTS LARGER ALTO. MOBILE. 323 BROADWAY, OAKLAND. PHONE LAKESIDE 278, SUNSET. Ask George Bohm.

FORD touring, good running condition; good tires, top, etc. \$300. 1716 Telegraph.

FOR SALE Ford touring car, mechanically perfect; price \$275. V. M. Cramer, Irvington, Calif.

FORD roadster, good cond.; \$275; no dealers. 2515 Viola st., Ph. 3814 ave., and Alendale School.

FOR SALE G. V. Landau, good condition, repainted, painted. \$551 Dover, 1 block east of Grove.

FORD fine cond.; Beach, dem. dims., self-starting, painted. 1227 West.

FORD dump truck, overhauled; good rubber. Ph. Oakland 7052.

FORD Del. good tires; bargain. Mead's Garage, 11th, near San Pablo ave.

FORD truck; also Ford touring car; on easy terms. 301 11th st.

FEDERAL 1-ton chain drive chassis; bargain. Phone Piedmont 3300.

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PORTABLE GARAGES

Rent or sale, on easy terms. Shipped anywhere. 1071 60th st., Piedmont 748.

PREMIER roadster, Hirsch-Schillman, 6-cyl., 7-pass., good tires, good paint, \$1500. Ph. Piedmont 755-W.

PAGE car in good mechanical condition. Box 4524 Tribune.

PECO touring, 1918, electric starters, one man top, fully equipped; 5 tires, splendid cond.; bargain for quick sale. 1913 Home st., Berkeley, near Berkeley Station.

PEKO BARGAIN, high grade 5 pass., in excel. cond., smooth running, almost unkept. Owner, Merritt 1525.

FEDERAL 1-ton chain drive chassis; bargain. Phone Piedmont 3300.

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AUTOMOBILES FOR SALE

Continued.

Free Service With Every One An Honest Endeavor Is Made to Put Every Car in Good Condition. CONDITION—THAT'S IT.

Our prices are determined by condition, age, and model. It will take to investigate.

1914 PACKARD 6, new cord tires, first class condition; a bargain.

1914 OVERLAND good mechanical condition.

1914 CHALMERS runs like new; cord tires; a real bargain.

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HOUSES FOR SALE

HOUSES FOR SALE

G. A. WILLIAMS

Homes
HotelsINVESTMENT
BULLETINStores
Ranches

Office 366 Fourteenth Street, Oakland.

\$2500—Modern 5-room Cement Bungalow

\$250 cash; 125 mo.; move right in.

LODGING HOUSES (Cont'd)

\$1500—MOD. CEMENT HOUSE 6 rooms and 2 sleep. porches; garage, drive; 3 biles. of Technical High School; marina view; worth \$6000 terms; \$1000 down, bal.

\$3500—4-1/2-m. MOD. SHINGLED BUNGALOW; College ave., \$1500 down, bal. like rent; this is a pick up.

\$3500—6-1/2-m. MOD. COTTAGE; garage for 2 machines; near 37th and Grove; \$500 cash will handle, bal.

\$3500—4-1/2-m. MOD. SHINGLED COTTAGE; large lot; flowers and trees; near Technical High; terms; \$500 cash.

\$2600—5-1/2-m. cement bungalow; 2 wall bays; new oak floor; good mod.; large lot; terms; \$350 cash.

BUSINESS OPPORTUNITY

\$800—Grocery, stock and fixtures; good business; cheap rent; 3 living rooms; good location; nr. school; signs.

LOGGING HOUSES, Etc.

\$550—16 ROOMS; RENT \$25; INCOME \$140; best location in Oakland.

WILLIAMS, 366 14th Street

New Cement Bungalow

\$1200—Very easy terms, 2 beautiful bedrooms, 2 large living rooms, dining room, kitchen, large bathroom, furnace, central heat, basement with one rim; piped for furnace; 3 large bedrooms, wonderful closets; corner lot; good view; near Santa Clara and 3 biles. Key Route and Lakeview school; \$7500. terms.

NEAR THE LAKE

Cement exterior, reception hall, living room, dining room, hardwood floors, paneling, built-in features, 2 fireplaces; corner lot; good view; near S. P. trains; corner lot; good view; near Santa Clara and 3 biles. Key Route and Lakeview school; \$7500. terms.

MCINTIRE & NORMAN

Thornson Bldg., Oakland 594.

New Cement Bungalow

Just finished, strictly modern and up-to-date; 5 rooms and breakfast room, corner lot; one block east of Broadway at 4th; 2nd floor, 2nd story, 2nd floor, Owner; A. V. Long, phone Oakland 6760; on premises Sunday, March 16.

NEW 5-room bungalow; garage and chicken house; lot 40' 120'; near cars and R. I. It. 2036 4th avenue.

Only \$3500!

Rockridge Bungalow

Strictly modern, 5 rooms and breakfast room, spacious dining room, conditioning, beautiful flower garden; very attractive neighborhood, in famous Claremont warm belt; would cost \$4000 to duplicate; presented at once; the one best buy in the popular home district, not less than \$1500 cash. Key nearby, 3615 College ave.

ONE ACRE

5-1/2-m.—FRUITVALE

Prest. modern home, hardwood floors, veranda, sleeping porch; double garage; all kinds of shade and fruit trees; owner with 12500 sq. ft. San Oakland or Piedmont part exchange.

PHILIP H. ROSENTHAL,

Synthetic Bldg., Phone Lake 2544.

ONLY \$950

Small house on lot 45x100'; street work, water, gas and elec.; 7 chicken houses; 1 few fruit trees; this is a snap, if you want a real little home.

POLK & SMITH

51st st., st. Ph. Elmhurst 621.

One 5-1/2-m.—Easy Terms for

5-rooms; brick, hard wood, floors; garage; large lot; only 100' from Polytelco School; 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 152nd, 153rd, 154th, 155th, 156th, 157th, 158th, 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874th, 875th, 876th, 877th, 878th, 879th, 880th, 881st, 882nd, 883rd, 884th, 885th, 886th, 887th, 888th, 889th, 890th, 891st, 892nd, 893rd, 894th, 895th, 896th, 897th, 898th, 899th, 900th, 901st, 902nd, 903rd, 904th, 905th, 906th, 907th, 908th, 909th, 910th, 911st, 912nd, 913rd, 914th, 915th, 916th, 917th, 918th, 919th, 920th, 921st, 922nd, 923rd, 924th, 925th, 926th, 927th, 928th, 929th, 930th, 931st, 932nd, 933rd, 934th, 935th, 936th, 937th, 938th, 939th, 940th, 941st, 942nd, 943rd, 944th, 945th, 946th, 947th

Development Section

Shipbuilding

Commerce.

Manufacturing.

Real Estate

Agriculture.

BUILDING CONTINUES ACTIVE

The National Lead Company Takes Out a Permit for Another Unit of Its Big Plant in East Oakland

Dwellings Are a Feature of the Building Permits Issued by the City of Oakland for the Week Just Ended

Another unit of the plant of the National Lead Company in East Oakland and homes were the features of the building permits issued by the city of Oakland during the past week. Building permits were many and of good size, and it is becoming more and more evident that building is going ahead with a rush and that real estate activity is following.

The latest unit of the great plant of the National Lead Company, for which a building permit has been asked is a one-story reinforced concrete warehouse to cost \$1,600. This makes the third unit for which a permit has been asked in two weeks, the first being an office building and the next a boiler shop. Both of these are under way and now a warehouse is asked for. These buildings will be used as points from which the construction of the main plant can be directed. The office building will house the superintendence force, and the warehouse will house much of the material, while the boiler shop will project the machinery which will be used in construction. N. P. Hest & Co. have the contract for this construction. The entire plant will represent construction amounting to \$250,000 or more.

MANY HOMES.

Dwellings played an important part in the building permits there being fourteen one-story houses aggregating \$31,550; two one and one-half story dwellings aggregating \$6500, and three two-story dwellings aggregating \$12,400.

The city of Oakland took out permits for six school buildings, and there were sixteen permits issued for home garages which shows that the automobile business is good in Oakland. The sixteen garages will cost \$2300.

Repairs and alterations during the week amounted to \$721,250.

The total number of building permits issued was seventy-eight, and the total amount of building covered by these permits was \$81,475.50.

As with the case of last week, most of the home building was done in East Oakland. L. M. Marquis took out three permits for bungalows on High street near San Carlos walk, the buildings to cost \$2000 each.

He will construct the bungalows himself.

C. J. Pfraun took out permits for two houses and a half dwelling, one on Montclair avenue near Brooklyn and the other on Forest street near Miles avenue. Each will cost \$3500.

BUILDING BUNGALOWS.

James A. Johnson took out a permit for a \$200 bungalow on Nine-tenth avenue near Twenty-ninth street.

S. Cederborg secured a permit for a \$1550 bungalow and garage on Midvale avenue and California street.

August Hendrickson set a permit for a \$1500 bungalow on Franklin avenue near Thirty-sixth street.

C. M. MacGregor took out permits for an even half dozen bungalows on Aliman street near Fourteenth avenue, costing from \$2650 to \$2800 each. These are being built for sale.

Joseph R. Jardin is having a bungalow built on Brookdale avenue near Peralta avenue. The permit is for \$2400, and W. H. Simms is the contractor.

H. G. Snook took out a permit for a two-story, eight-room house on Santa Clara avenue near Crescent street, to cost \$4400. Alex C. Wisben is the contractor.

F. T. Mally the well-known contractor, will build a two-story eight-room home on Rosal avenue near Santa Ray, to cost \$4500.

Raymond D. Price will build a \$3000 home on Kenmore avenue near Lakeshore. Price Bros., the contractors, will do the work.

The California Paint Company will erect a \$1000 frame warehouse at their plant in West Oakland. A. L. Davis has the contract.

LARGEST GAS ENGINE.

The largest distillate engine ever built was that completed by the Union Gas Engine Company, Oakland, for use on a ferry boat built along trains over one of the arms of the bay. This was a 600 horsepower unit, 44 feet long and weighing approximately 120,000 pounds.

Mail This Section East
The Development Section
of the

Oakland Tribune
contains valuable information about the Great East Bay District. See that it is given the widest circulation possible by mailing it to someone who may be interested in California.

Two cents will mail the section, four cents will mail the entire paper.

HAYWARD CHAMBER OF COMMERCE STARTS A NEW YEAR OF ACTIVITY

Officers of the Hayward Chamber of Commerce. Top row (left to right), F. E. PERERIA, vice-president; J. D. ARMSTRONG, secretary; A. E. BEEM, president; M. A. W. LEE, director. Extreme left, VICTOR LACRAVE, director. Bottom row (left to right), DR. W. B. MCCORD, director; ARTHUR W. MANTER, mayor of Hayward, and director of the Chamber of Commerce; W. T. KNIGHTLY, banker and director; M. J. MADISON, past president of the Chamber of Commerce and present director.



The Chamber of Commerce of Hayward has started a determined campaign to "put Hayward on the map."

The officers that have been chosen to navigate the Hayward Chamber of Commerce are: President, A. W. Beam, first vice-president, F. E. Pereria; second vice-president, J. D. Armstrong; rotary director, Dr. W. B. McCord; banker, W. T. Knightly; directors, Victor Lagrave, Dr. W. B. McCord, Mark A. W. Lee, M. J. Madison, L. B. Parsons, Arthur E. Manter and C. J. Hammund Jr.

This set of officers is very representative and is composed of men who have the interest of Hayward at heart. They are thoroughly acquainted with the resources and the needs of the community, and they are well fitted to carry on the work that was so well begun by the old chamber.

The new administration is not going to be content with merely exploiting the resources of the Hayward district. They are going to do something constructive, and get behind the big things that

began a year ago and bring it to an even greater success.

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the volume of the demand and the limited number of sites, and that is what makes for the rise in real estate values."

"Blue Sky" Permits

Oakland Rollermakers and Iron Shipbuilders has been given authority by Commissioner of Corporations E. C. Bellows to issue "blue sky" permits for the placing on sale of Excelsior Boulevard, Lakeshore Highlands, by the Walter H. Leimert Company.

Something approaching a boom in real estate is indicated by the remarkable response to the announcement of the placing on sale of Excelsior Boulevard, Lakeshore Highlands, by the Walter H. Leimert Company.

"Never before since the European war," stated Walter H. Leimert, the president of the company, "has the response to any such announcement that which we made on Wednesday of this week been so insistent, so spontaneous, and so overwhelming.

While the weather has been bad for showing property, our telephone has been working overtime and dozens of people are preparing to visit Excelsior Boulevard the first fine day and make their reservations prior to opening date of which will be made known shortly. In my judgment it can be known as a settled fact that real estate has come back in Oakland and we are going to witness the most remarkable period of home-building in the city's history.

On Excelsior Boulevard alone plans are being prepared for twelve beautiful two-story homes and we confidently expect that every lot on this last and most beautiful of Oakland's boulevards will be sold before April 1, at the low prices that have been placed on this property."

The Keay Route is undoubtedly the biggest factor in concentrating in the Excelsior area, while the Excelsior Boulevard is the center—90 per cent of all the better class homes being built in Oakland. With one good building year practically every improved lot in the Lake district not now occupied by a residence will be built on. This gives a faint idea of

GROW TOBACCO AT LIVERMORE

has about 6000 population with as many more in the immediate surrounding territory. Center of wonderful fruit and vegetable section. Has solid banks, excellent schools, beautiful homes and growing industries, headquarters of Alameda County Farm Bureau and has a live Chamber of Commerce that solicits correspondence from those who are interested.

town and district needs.

"The Chamber of Commerce must carry out a constructive program," said President A. W. Beam. "It must not be content with simply saying that Hayward has a splendid climate and is a growing city. We must do something to help that city grow. We must get a water system, a water works, that will give us an ample water supply for industrial as well as ordinary purposes."

There will be continued demands upon Hayward for water and we must be prepared to meet those demands.

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R. R. Commission Reports

(Official rulings and statements from the Railroad Commission of California.)

The Supervisors of Contra Costa

county have decided to build a sub-

way under the tracks of the Santa

Fe and the Southern Pacific Com-

pany west of Pittsburg, and have ap-

plied to the Railroad Commission

for the necessary permit. Half of

the expense of the construction to

be borne by the county and the

other half to be equally divided

between the Southern Pacific and

the Santa Fe, in accordance with an

agreement approved by the commis-

sion in December, 1917.

George S. Montgomery, who re-

sides in Oakland and owns a num-

ber of lots in the townsite of Caza-

daro, Sonoma county, has a water

system he wants to give away. In a

petition filed today with the Rail-

road Commission, he offers it to the

commission subject only to the

acknowledgment that it is the

owner if the commission will not

take it, or the people of Cazadaro

reside or anyone else will not

operate it, he wants permission to

abandon it. He does not want any

rent for the pipes or hydrants; he

just wants to get rid of it. He

blames his predicament upon the

fact that promises of water were

made by the promoters who placed

the townsite of Cazadaro upon the

map.

Residents of the Andrade tracts in

the city of Richmond, who have

been paying a flat rate of \$1.50 a

month for water in the future, ac-

cording to a decision handed down

by the railroad commission in the

case of the City of Richmond

against H. E. Brown, owner of the

water system, will pay \$1. for the

first 300 cubic feet or less and 25

cents a hundred cubic feet for all

over 300 cubic feet. The minimum

monthly charge will be \$1.

The action was the result of a protest by consumers against the flat rate.

Brown asked that a rate of 35 cents

a thousand gallons with a minimum

charge of \$1.25 be fixed. The new

rate is substantially the equivalent

of these charges, but expressed

in cubic feet.

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